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THE HOME MAILS.

TO ARRIVE.

Oct. 8th.—Europe (*vid* Siberia), per s.s. YINGCHOW.
Oct. 9th.—The English mail, per s.s NOVARA.
Oct. 9th.—Europe (*vid* Siberia), per s.s. CHENAN.

TO DEPART.

Oct. 8th.—Europe *vid* Siberia, at 4 p.m., per s.s. VILLE DE LA CIOTAT.
Oct. 9th.—Europe *vid* Siberia, at 5 p.m., per s.s. LUCHOW.
Oct. 12th.—Europe *vid* Siberia, at 11 a.m., per s.s. SHINYO MARU.
Oct. 12th.—Shanghai, North China, Japan *vid* Nagasaki, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at 11 a.m., per s.s. SHINYO MARU.
Oct. 12th.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Moji, Victoria, B.C., Seattle (Wash.), and United Kingdom *vid* Canada, at 1 p.m., per s.s. TACOMA MARU.
Oct. 12th.—Philippine Islands, Formosa *vid* Keelung, Japan *vid* Nagasaki, Victoria, B.C., Tacoma and United Kingdom *vid* Canada, at 1 p.m., per s.s. MANILA MARU.
Oct. 12th.—Europe *vid* Siberia, at 3 p.m., per s.s. YINGCHOW.
Oct. 16th.—Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. PAUL LECAT.

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10.00 "	to	11.00 "	" 15 "
11.30 "	to	12.45 p.m.	" 10 "
12.45 p.m.	to	1.15 "	" 15 "
1.15 "	to	1.45 "	" 10 "
1.45 "	to	2.15 "	" 15 "
2.15 "	to	5.00 "	" 10 "
5.00 "	to	8.10 "	" 15 "

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12.00 noon	to	1.00 p.m.	" 10 "
1.00 p.m.	to	5.00 "	" 15 "
5.00 "	to	6.00 "	" 10 "
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	Tsingtao "	Ar.	—	—	Wed.
	Dairen "	Ar.	—	Fr.	Thurs.
	Dairen (S.M.R. Train)	Lv.	3.30 p.m.	Thursday.	
Y 14.85	Mukden "	Ar.	11.25 "	—	
	" "	Lv.	11.50 "	—	
Y 11.50	Changchun "	Ar.	7.10 a.m.	—	
	" (Russian Train)	Lv.	*9.00 "	Friday	
R 8.60	Harbin "	Ar.	*2.00 p.m.	—	

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1st Class Fares			Connecting at Harbin with the Trans-Siberian Service from Petrograd.	Thursday	
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	Changchun "	Ar.	4.35 p.m.	Friday	
	" (S.M.R. Train)	Lv.	5.45 "	"	
Y 11.50	Mukden "	Ar.	8.40 a.m.	"	
	" "	Lv.	1.25 "	Fri.	Wed.
Y 14.85	Dairen "	Ar.	9.00 "	Sat.	—
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GERMANY AND THE BRITISH NAVY.

STATEMENT BY THE CAPTAIN OF THE "EMDEN."

Count Reventlow, in his recent letter to the *New York World*, boasted that "the great historically new event of this war" was that Germany had "made it impossible for the British Fleet to command the North Sea," as the policy of the British Admiralty was "to avoid serious encounter with the German Fleet except under specially favourable conditions." To this Mr. Balfour replied that the British failure to induce the Germans to come out and fight us was due to the fact that "the German Fleet had thought it wise to avoid engaging a superior fleet," in accordance with the German plans under which it was proposed, by a process of continual attrition, "to reduce the superior British Fleet, ship by ship, until an equality was established between the two antagonists."

It is interesting to learn that Mr. Balfour's presentation of the case is supported, as far as the policy of attrition is concerned, by Captain von Muller, of the *Emden*. During the period of his detention at Malta Captain von Muller appears to have frequently discussed this and cognate questions with Mr. Conrad Haumann, a gentleman of Scottish birth but German extraction, who was interned for four months at Malta until released by Lord Methuen under instructions from the Imperial Government to join his relatives in Australia. On his arrival at Fremantle (Western Australia) Mr. Haumann gave an interview to a representative of the *West Australian*, in the course of which he supplied a summary of opinions on the war expressed by his German fellow-prisoners, who included Prince Franz Joseph and a number of other officers of the *Emden*.

TO REDUCE THE NAVY "A BIT AT A TIME."

According to Mr. Haumann, Great Britain was regarded among the Germans detained at Malta as the dangerous foe. France and Russia would have to be worn down gradually, and then all force wielded against Great Britain. This was Captain Muller's idea of the situation. He thought the process would take a long time to develop, although other officers thought that the matter would be over by the autumn of this year. Muller was not surprised at all that Great Britain had come in when she did, although this was opposed to German plans. He said that the original plan of campaign was to go against Russia and France, who would be the first to be conquered. The indemnity which Germany would demand was to have been large enough to build a fleet to fight Great Britain some years later. "We could have beaten Great Britain in ten years' time," said Muller, "and then Germany would have acquired the glorious position now held by the British Empire." The matter of the bottling up of the German Fleet was sometimes discussed, but always ridiculed. "That we can come out and bombard the East Coast of England disproves such an assertion," said Captain Muller. "It would be very foolish for the German Navy to come out in open battle, for we would be surely defeated. We must stay inside and pick at the British Navy a bit at a time. If we meet them in squadrons we meet them on equal terms, and that is the only way to get the best use out of our Fleet."

THE "EMDEN'S" EXPLOITS.

"Von Muller," said Mr. Haumann, was a model of modesty. He refrained from talking about his successes, and when asked by Lord Methuen if he desired anything he said that he did not wish any preferential treatment, and sought only a few extra comforts for his sailors. At night time the officers would meet together in the smoke-room and play chess or talk reminiscently over their exploits. Muller would often laugh when he thought of the many times he bluffed his pursuers, and particularly so when he told the story of how the British representative on a small island, ignorant of the state of war, welcomed him and his sailors and treated them to wine and cigars. The captain attributed his long cruise to his good luck and to the valuable assistance he received from intercepted wireless messages. He told me of an instance when he was in the Bay of Bengal. There he picked up a wireless message, 'Have you seen the *Emden*?' from a merchantman, to which he replied, Yes; here I am,' and followed up a little later by looting and sinking the inquirer. He was apparently in a tight corner in the Bay of Bengal, for he knew that French, Japanese, and British men-of-war were stretched across the mouth of the gulf waiting for him. He, however, was equal to the occasion. He studied his chart, and drew a course which he thought the waiting vessels would consider him least likely to take. That route was along the coast line, which he followed, and escaped capture by the vessels that were waiting nearer the centre for him."

OUTCLASSED BY H.M.A.S. "SYDNEY."

When asked if Captain Muller spoke of his encounter with H.M.S. *Sydney*, Mr. Haumann said that that finale was often discussed. The captain said that at first he mistook the *Sydney* for a vessel of his own standing, and he resolved to make a fight of it, but as soon as he made out the Australian cruiser he knew that his hour had come. He saw but one alternative to running away, and that was to approach the *Sydney* and torpedo her. That he endeavoured to do, but when he saw that Captain Glossop of the *Sydney* was not to be caught that way and retreated with him keeping the *Emden's* guns outranged all the time, he whistled to the men on the island, indicating that danger was near, and then made a dash for Direction Island. When he was taken on board the *Sydney* he saw that what shots did get to that vessel had made no impression on her. Ever since he left Tsingtau Captain Muller worked out every detail himself. He never confided anything of his plans to his officers, and was on duty best part of the day. The reports which were circulated that he had flown a foreign flag on the occasion when he went into Penang and torpedoed a Russian cruiser seemed to affect him deeply. He absolutely denied having done so, and said that he crept into the port at early morn with all lights out, and after having sunk the Russian he hoisted the German flag for a few minutes, and then drew it down again. He did not fly any flags at all except that when his own was at the mast. Mr. Haumann asked Muller if he had any designs on Australia, but the German commander denied that such was the case. His one object in going so far south as he did was to destroy the communication station at Cocos Island.

Being so long interned with the German prisoners Mr. Haumann had an excellent opportunity of discovering their views on the question of the end of the war. One and all of them were certain that Germany would win. They had a blind faith in the possibilities of the German "machine," and regarded its organisation and preparedness as being the chief factors which must result in victory.

BRITAIN STILL RULER OF THE SEA.

REMARKABLE STATEMENTS BY A GERMAN NEWSPAPER.

BENEVOLENT FATHERLAND!

Under the heading "Is Germany's Victory a Danger for the Smaller States?" the *Kölnische Volkszeitung* publishes a long article attacking the alleged desires of the Entente Powers for territorial expansion, and says:—

"England's and Russia's predominance is already a reality, or threateningly near. The smaller nations have already severely felt it. Both Powers have shown by their deeds that they do not in the least hesitate to exploit weak States."

As examples, the journal quotes Roumania's loss of Bessarabia, and the fate of Egypt and the Boer Republic, and continues:—"Germany maintained peace for over forty years, and allowed to pass her best opportunities to expand her power by force of arms. But she will not be tempted through her successes to take over the *rôle* of Russia and England."

STRONGEST NAVAL POWER.

It is excluded that any other Power rule the sea in place of England. England will always remain as strong—"perhaps the strongest"—Naval Power. The remainder of the European Great Powers will also increase their navies.

England, at all important points of the world, possesses *points d'appui* for her supremacy on the sea. Germany is completely without them, and has also no prospect of gaining them. A desire to rule the waves would thus be shipwrecked by this impossibility.

But nobody in Germany thinks of it. But the unnatural state of affairs must cease to exist by which a nation of only forty-five millions can dictate to the remainder of the world which goods, and how many of them, they may be allowed to carry on their own ships. No supremacy shall exist on the sea. The sea shall be free for all peoples, great and small.

FOR ALL NATIONS.

This aim is in the interests of all nations, especially the small nations. The *Volkszeitung* then says:—"On the Continent the position of Germany will not undergo any material change. If Germany tries to gain influence in the Near East across the Balkans this is only for economical reasons. She will maintain the independence of Turkey and prevent the blocking of the door to Asia Minor by Russia. Germany does not make a world policy in order to rule the entire world. This is the aim solely pursued by Russia and England. The sea shall not be blocked by one State as this State happens to choose, and the Continent shall not be pinioned by two or three Powers. The world shall remain open to all peoples, great or small, and all shall have the same right to work in the interest of humanity. Any other policy would be contrary to the interest of Germany."

SABANG AND THE WAR.

The Padang *Handelsblad* has published an interesting article headed "Sabang in War Time," dealing very fully with trade conditions, etc., as existing during the latter half of the past year. In the course of its remarks, it states that as a result of the outbreak of hostilities, no less than 12 German and 1 Austrian vessels sought refuge in Sabang. These vessels, after lying idle for a considerable time, have now started unloading cargo belonging to British firms under the supervision of Messrs. Harrisons & Crosfield's representative. A considerable amount of this cargo has already been forwarded to consignees by the *Syre Patana* and the *Scot Harley* to Penang and Singapore and thence to their destinations. Most of the vessels which put into Sabang were on their homeward voyage, only two vessels being on the outward run. A vessel belonging to the Hamburg Amerika line had on board a consignment of some 1,500 cases of "Key" brand beer which have been unloaded and sold on the public market there. Summing up the position, the paper states conditions on the whole were favourable; in fact business circles have had good a time. The coal trade has also flourished, though rates have been on the same level as before the outbreak of European conflict.

An Army Order has been issued stating that in order to meet the convenience of the great majority of Army officers the Board of Inland Revenue has decided to dispense with income-tax relief claims in the case of the Army (when not already made) during the war. Income from Army funds will be assessed on the basis of the assessment for 1914-1915, with due regard to change in the rates of tax on amount of pay. Should any officer desire to claim relief on the basis of his present year's income, he will be at liberty to do so, and should secure a form of claim from his agent or paymaster.

WHY THE MIDDLE-AGED BREAK DOWN.

INDULGING THE APPETITE.

That men just past the prime of life—say, just forty, are very much more apt to succumb to disease than they were immediately before and that this likelihood is greater now than it was a dozen years ago, is shown by a comparative table compiled by Dr. Chas. F. Bolduan, of the New York City Health Department, to serve as the text of an article on this subject contributed by him to *The Scientific American*. The numerical evidence furnished by the table is hardly necessary, he thinks, for this modern tendency to go to pieces on the part of our middle-aged men seems to be universally admitted by physician and layman alike. It is only when we begin to inquire into causes that we meet with differences of opinion. The prohibitionist reformer, says Dr. Bolduan, is sure that it is all due to alcohol. The food-faddist attributes it to denatured foods. Others still are certain that immorality is the cause; the legislators of several of our Western States even lay the blame on the "deadly cigarette." "And the harassed business man sitting in his club with a high-ball beside him and puffing at a black cigar assures you most emphatically that the rush of modern business life supplies the correct answer." Dr. Bolduan's own answer is refreshingly short and sweet. "Why do men over forty break down?" he asks. "Indulging their appetites!" When one has reached the age indicated he should apparently ask himself seriously, "What do I want to do?"—and then not do it.

DANGERS OF MIDDLE AGE.

Says Dr. Bolduan:—

"We see that men past the prime of life do not live as long now as they did some years ago. . . . Surprising. . . . when we recall how generally death-rates have been falling during the past twenty years. Have, then, our statisticians erred? Not so. A little study of the table will show that there has been an enormous saving of life in infancy and childhood. . . .

"This at once supplies a clue to the cause of the increased mortality at the higher age groups—many of the children's lives we are saving lack vital resistance; they constitute the weaker members of society, and readily succumb to the diseases common in middle life. . . . One of the reasons why men over forty break down is because they recovered, in childhood, of marasums, or scarlet fever, or measles, or diphtheria, or some of the other common diseases of that period.

"We can gain a further insight into the reasons why men over forty break down by examining the prominent causes of death which carry them off at that time. Without citing the figures, I may say that this reveals a marked increase, in recent years, of deaths from heart disease, arteriosclerosis, Bright's disease, and certain diseases of the nervous system.

"These diseases are intimately related to one another, and have many causative factors in common. Among these the most important are over-indulgence in alcohol and tobacco, the poisons of syphilis, gout, rheumatism, and certain other diseases, over-eating, especially over-eating of meat, lead-poisoning, muscular overwork, exposure to cold and wet, and exposure to great heat."

INSIDIOUS ONSET.

Various factors combine, Dr. Bolduan says, to prevent health administrators from making headway against these diseases. In the first place, the onset is insidious, so that the disease becomes established before it is recognized. In the second place, it is not easy to prove to the patient the casual relationship of the inciting factor. Thirdly, most of the cases above enumerated are associated with some form of indulgence of the appetites, and these are difficult to control. He goes on:

"At the present time the average death-rate in the United States is about 14, *i.e.*, fourteen out of every 1,000 persons die annually. The writer is convinced that if syphilis and alcohol could be entirely eliminated, the rate would at once fall to 12 or under. . . .

"I have already maintained that the diseases playing so prominent a part in the mortality of men over forty, namely, heart-disease, arteriosclerosis, and Bright's disease, begin insidiously. It is important to remember, however, that a competent physician is able to recognize the signs long before your own attention may be aroused by the symptoms.

"In this connection, the results recently obtained in the routine examination of the Department of Health of the City of New York may be of interest, especially since the average age of these employees, namely, 33½ years for the men, and 32 years for the women, represents the period when preventive measures should be begun. Of the 700 employees, 20, or 2.8 per cent., were overweight to such a degree as to menace their health; an abnormally high blood-pressure, with some albumen in the urine, was found in 25 cases, or 3.5 per cent.; some derangement of the heart of varying degrees of severity was found in 92 instances, or 13.2 per cent. Altogether the number of persons who needed either advice or treatment, or both, was 327, that is to say, 44 in every 100 had, without their knowledge, some vital physical defect which might have shortened their life, by a number of years, if it had remained undetected.

"The lesson is plain. If you are nearing or past forty, and are wise, you will consult your physician once a year, submit yourself to a thorough examination (including that of the urine), and carefully follow the advice he gives you. Don't wait until you notice suspicious symptoms; that is usually too late.

A WARNING.

"In conclusion, let me warn you of the dangers of over-eating. Most of us eat too much. We would do well to follow the advice of the great English physician, George Cheyne: 'Every wise man, after fifty, ought to begin to lessen at least the quantity of his aliment, and if he would continue free of great and dangerous distempers and preserve his senses and faculties clear to the last, he ought, every seven years, to go on abating gradually and sensibly, and at last descend out of life as he ascended into it, even into the child's diet.' In short, why do men over forty break down? Indulging their appetites!"

From Dr. Bolduan's man of thirty-three to Dr. Cheyne's man of fifty there is something of hiatus, remarks the *Indianapolis News*, which suggests, however, that it is probably better to begin precautionary measures too soon than to defer them too long. And "a simpler prescription than curbing our appetites would be hard to devise," it adds, "though none is less palatable."

WAR NEWS.

DR. LYTTELTON'S CREDO.

Dr. Lyttleton, Head Master of Eton, has written the following letter to the London papers:—

I notice that in some parts of the Press I am mentioned along with Mr. Bernard Shaw as one whose utterances are hawked about in Berlin for the encouragement of the Germans.

It may therefore be well that I should say emphatically in your columns, for any whom it may concern here and there, that I believe the German spirit, as now manifested, to be an utterly dangerous and abominable thing; and that the hope for peace and honour among mankind rests, as far as I can see, in a decisive victory of the Allies in this war; and that I have often said this since the war began, and will continue to say it to the end.

BAVARIAN GENERAL'S GRIM ORDER.

ACCOUTREMENTS AND CLOTHING FROM THE DEAD.

The *Gazette de Lausanne* publishes the text of an extraordinary order issued by General von Fabeck, commanding the 4th Bavarian Division, from which the following is an extract:—

"I again draw attention to the fact that it is necessary for our proper accoutrement that all material abandoned on the battlefield should be collected. Everything capable of being used for the equipment of recruits should be taken from the dead. Helmets must not be left on the graves, while the wounded must retain their rifles. As a general rule it is sufficient to leave the dead their trousers and undervest; tunic, boots, and all other equipment should be removed. The dead must not be wrapped in tent canvas, in view of the amount of this material which is required."

THRIFT IN THE HOUSE OF COMMONS.

THE SPEAKER'S PLEA FOR SAVING ON M.P.s' SALARIES

The Speaker of the House of Commons, in a speech at Penrith, said that at the present time niggardliness was a virtue, generosity a vice, and waste a crime.

Public as well as private thrift was absolutely necessary, and among public savings which might be effected he would mention that of salaries paid to members of Parliament. He would not argue whether the payment of members was a good thing. The question was whether it was a good thing to continue it at the present time. It might have been proper at the time it was voted, but he thought the time had come when the State should set a good example to the people and should seriously consider the question of either abolishing or reducing those salaries.

A number of members were declining to accept salaries. The Retrenchment Committee on Civil Service Expenditure had the matter before it, and he sincerely trusted that, for an example as well as a saving, some change would be made.

HONGKONG VOLUNTEER RESERVE.

CORPS ORDERS BY LIEUT.-COL A. CHAPMAN, V.D.

PARADES.

1.—Parades for Friday, 8th inst.: *Nil.*

DETAIL.

2.—Gun Club Hill, Kowloon.
On duty until morning of 9th inst.: H.K.V.R.
On duty 9th to 16th instant: Centre Section M.G. Co.
Officer on duty: Lieut. Wright.

DETENTION CAMP, KOWLOON.
On duty until morning of 9th inst.: H.K.V.R.
On duty 9th instant: Scouts Co.
Officer on duty: Lieut. Murphy.
Orderly Sergeant from 9th to 16th instant: Sergeant Schnepel.

NOTE.—The Guard for the Detention Camp and the Picquet for Gun Club Hill will parade at the Star Ferry Pier, Hongkong, at 6.15 p.m. and 9.20 p.m., respectively, in future.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PATROLS (CENTRAL).

October, 8th and 9th.—As already ordered.
Sunday, October 10th:—
One Sergeant and seven P.cs. from No. 2 Company for each shift.

PATROLS (EASTERN).

October 9th.—As already ordered.
Sunday, October 10th:—
5.50 p.m.—Pi-cs. Fatta Deen and M. R. Salleh.
8.50 p.m.—P.-cs. Santra and M. Abbas. Inspector Sirdar Khan visits.

PATROLS (WATER POLICE).

October, 8th and 9th.—As already ordered.
Sunday, October 10th:—
5.50 p.m.—Fothergill (S), Packham (S), and Bailey (P).
8.50 p.m.—Nicoll (S), Weaser (S), and Robertson (P).

COMBINED PARADE.

To-night, October 7th, at 9.15 p.m., at Central Police Station. Uniform, with Capes and Rifles.

Only patrol men and men medically exempt may absent themselves. All roll-books to be sent to the D.S.P. office on Friday, October 8th.

F. C. JENKIN,
D. S. P. (Reserve).

HOW GERMANY MADE THE GREAT WAR.

BELGIAN DISCLOSURE.

KAISER'S PART.

PLANS EVOLVED IN BERLIN.

Remarkable disclosures are made in a new Grey-book issued by the Belgian Government, which prove to the hilt the allegation that Germany made, and intended to make, the Great War.

The most remarkable of the documents is a despatch which the Belgian Minister in Berlin sent by courier (fearing that it might be tampered with by the German Secret Service) to his Government on July 26, 1914 (after the Austro-Hungarian Note to Serbia). In it he said:—

"Repeated conversations that I had yesterday with the French Ambassador, the Greek and Dutch Ministers, and the British Chargé d'Affairs resulted in giving me the impression that the ultimatum to Serbia is a coup prepared between Vienna and Berlin, or rather one thought out here and executed in Vienna.

"It is this which constitutes the great danger. The vengeance to be exacted for the assassination of the Grand Ducal Heir to the (Austro-Hungarian) Throne and for the Pan-Serbian agitation serves only as a pretext. The end that is aimed at, besides the wiping out of Serbia and of Jugo-Slav (Southern Slav) aspirations, is to deal a mortal blow at Russia and France, with the hope that England would remain outside the struggle.

KAISER'S ACQUIESCENCE.

"To justify these views I must remind you of the opinion that prevails in the German General Staff; to wit, that a war with France and Russia is inevitable and not far distant—*an opinion which they have succeeded in getting the Emperor to share.*"

[This appears in italics in the Grey-book.]

This war, ardently desired by the military and Pan-German party, might be undertaken to-day, this party judges, under circumstances which are extremely favourable for Germany, and are not likely to present themselves again in any short space of time.

Germany has completed her military reinforcements provided for by the Law of 1912, and, on the other hand, she feels that she cannot keep up indefinitely an armaments race with Russia and France, which would end in ruining her.

The War-Levy (Wehrbeitrag) has been a disappointment for the Imperial Government, to whom it has shown the limit of the national wealth.

Russia, before she has completed her military reorganization, has committed the mistake of exposing her strength. That strength will become formidable only some years hence; what she now lacks is the deployment of the necessary lines of railway. As for France, M. Charles Humbert has revealed the insufficiency of guns of great calibre; now it is just that arm that, so it seems, is to decide the fate of battles.

England, finally, whom for two years past the German Government has been trying, not without some success, to detach from France and Russia, is paralysed by internal dissensions and her Irish quarrels.

The existence of a concerted plan between Berlin and Vienna is proved to the eyes of my colleagues and of myself by the obstinacy that the Wilhelmstrasse adopts in denying that it had any acquaintance before Tuesday last with the tenor of the Austrian Note.

It was also on Tuesday last that it became known in Rome, which explains the disgust and discontent displayed here by the Italian Ambassador. How can it be admitted that this Note, destined as it is to make war immediate and inevitable, both by reason of the excessive harshness of its conditions and by reason of the short delay allowed to the Belgrade Cabinet to carry them out, could have been drawn up without the knowledge of the German Government and without its active collaboration, when it involves for it the gravest consequences?

What proves still more the perfect accord between the two Governments is their simultaneous refusal to prolong the period allowed to Serbia. . . .

IMMEDIATE WAR DESIRED.

The desire for immediate and unavoidable hostilities must have been the same in Berlin and Vienna. The paternity of the plan and the suggestion of the measures to be employed are attributed here, in the diplomatic world, by reason of their very cleverness, worthy of a Bismarck, to the brain of a German rather than an Austrian diplomat. The secret has been well kept and its execution pursued with a marvellous rapidity.

Observe that, if the secret aim of the statesmen of the two Empires is not really to generalise the war and to force Russia and France to take part in it, but only to wipe out the power of Serbia, and to prevent her from pursuing her occult work of propaganda, the result is the same. It is impossible that the foreseeing of this result has escaped clear-sighted eyes of the directors of the German Empire. In the one, as in the other of these suppositions, the intervention of Russia would seem inevitable; they must have coldly faced this complication and prepared themselves to give energetic support to their Allies.

The prospect of a European war has not made them hesitate for an instant, even if the desire to unchain it has not been the motive of their conduct.

On the very same day that the Belgian Minister in Berlin wrote as above, the Belgian Minister in Vienna came to exactly the same conclusion.

With one exception every bank in Manchester is now employing girl clerks, and the bulk of them are girls from high schools or those who have had secretarial training. It is a somewhat curious fact that girls of eighteen have been found better adapted for this work than those of twenty-five or over.

BRITISH RED CROSS SOCIETY AND ST. JOHN'S AMBULANCE FUND.

Subscriptions amounting to $4,297.41 have been received from the following for this Fund:—

H.E. Sir Henry May, K.C.M.G.
Mr. W. D. Kraft.
Mr. E. M. French.
Mr. N. J. Stabb.
Hon. Mr. D. Landale.
Mr. Ellis Kadoorie.
Mr. Leung Yan Po
Mr. D. Jaffé.
"A Parsi Sympathiser."
Hongkong Civil Service Cricket Club.
Mr. T. K. Dealy.
Messrs. David Sassoon & Co., Ltd.
A. H. H.
Anonymous.
A. S. G.
Mr. G. L. Piatt.
Mrs. Platt.
Hongkong & Shanghai Bank Corporation.
Dick and Francis Bowley.
His Honour Sir W. Rees Davies.
Surplus—Women of Hongkong.
Motor Ambulance Fund.
A. W.

N. J. STABB,
Hon. Treasurer.

The Fund closes on 21st October and contributions of any amounts will be welcome.
Hongkong, 7th October, 1915.

HONGKONG TEXILE TRADE.

THE GERMAN "CHOPS."

An interesting report concerning the effect of the recent order of the British Government prohibiting the shipment of goods manufactured in Great Britain to German firms in China for sale to the Chinese has been made, a London paper observes, by Mr. Geo. E. Anderson, American Consul-General at Hongkong. He points out that for years British products have dominated the Chinese piecegoods market, but a large share of such textiles—a surprisingly large share, in fact,—has been sold by German established in Hongkong. In line with the practice of the trade generally these Germans firms have long been accustomed to have goods of a certain quality made for them, on which they have affixed a trademark or "chop" of their own. As a result of years of successful trading with the Chinese these "chops" have come to be of great value, not only to the German houses using them, but also to the British firms that weave the goods. By the terms of the recent order of the British Government, Manchester, and other firms which have heretofore manufactured such goods for these German firms are now prohibited from continuing to do so. The general result is that if the British firms are to continue in this trade they must either appropriate the German "chops" and establish direct connections with the Chinese, or attempt to secure the trade of the Chinese by the introduction of other goods of the same quality under other brands. This latter plan is not at all easy; it reduces itself to mere competition for Chinese business, such as has always existed between the several British firms or between British, German, American, and Japanese firms. Moreover, there is the probability that the German firms concerned will immediately secure from neutral sources goods manufactured for them according to their standards and marked with their chops.

The result of the order of the Government, therefore, says Mr. Anderson, will be that what has heretofore been British trade through German houses in China will simply become neutral trade through such houses. There are other phases of the subject, and other and corelated questions arising out of similar conditions in other lines of trade affected by the new order. The immediate practical result seems to be that Hongkong importers for the present are compelled to order from allied or neutral markets many lines of goods that have heretofore come from the countries now at war. As in the case of other lines affected by various changes in trade machinery and trade methods due to the war in Europe, the effect of this latest development is less important in its immediate results than it is likely to be in its ultimate results. The severance of all such ties between German and British interests in China and the Far East generally breaks up a connection that has existed for many years to the advantage of both German and British interests as opposed to American and other commercial growth. The examination into trade matters which has attended the liquidation of the affairs of German firms in Hongkong has amply demonstrated that while British goods have dominated the trade of China for many years, the actual handling of the greater mass of such goods has of late been done by German firms. The breaking up of this combination is of profound importance in the future trade of the Far East.

WAR BREVITIES.

It is authoritatively stated that German books on the war already total upwards of 6,500.

Captain John Aidan Liddell, of Sherfield Manor, near Reading, who was recently awarded the V.C. for his bravery in bringing back his damaged aeroplane to the British lines after having been severely wounded at a great height from the ground, has lost his right leg. The thigh was broken, and the limb had to be amputated in order to save his life.

Mrs. Wynne, who has recently been mentioned in French dispatches for conspicuous bravery in succouring the wounded under fire and has been decorated with the Croix de Guerre, has now also received the Order of Leopold from the King of the Belgians. Mrs. Wynne is shortly leaving for Russia, where she will continue her ambulance work in the Russian lines.

THE WORD "COLONIAL."

"BRITON" THE BEST WORD TO EXPRESS UNITY."

A correspondent writes to the *Financial News* as follows:—

Owing to the war, we have been spared the "sea-serpent" and the "giant gooseberry" this year; but in order that the "silly season" shall not be entirely lost a discussion has been renewed on the provision of another word in place of "Colonial." The people who, presumably, write letters periodically about sea serpents and gooseberries, have been suggesting new words to take the place of the said-to-be-hated word "Colonial." The word is not objectionable in some senses, but, as is well-known, our brothers and sisters inhabiting the British Dominions Beyond the Seas object to being called "Colonials." And no wonder! It is a poor sort of word, and seems to belong to the pre-Chamberlain days, before the Colonies became Dominions; before the pride of Empire had become the inspiring force that it is to-day.

DEMISE OF "COLONIAL."

We can well understand our Oversea brothers desiring a sweeter name than Colonials; but, after all, who calls them Colonials? Who uses the word as applied to individuals or peoples? The Secretary of State for the Colonies is frequently mentioned as Colonial Secretary (and we have not yet heard that Mr. Bonar Law objects), and there is, of course, the Royal Colonial Institute, which can hardly be expected to change its honoured name without prolonged deliberation. But for general purposes the word is already practically defunct. When we speak of a Canadian, an Australian, a New Zealander, or a South African nowadays we do not refer to the aborigines of those countries; we are not alluding to Maories, Zulus, or Redskins; we imply by those words the British-born-and-bred inhabitants of Canada, Australia, New Zealand, and South Africa. The day has long since passed when a man would designate his brother or cousin in Canada or Australia, in New Zealand or Rhodesia, as a Colonial. It is a soft word which utterly fails to suggest the pride of birth which burns in a British breast, no matter in which corner of the Empire the Briton may be born. Hence, there would seem no need to worry about the use of the word Colonial, because nobody who is anybody uses it.

If we must find a word to fill the gap caused by the demise of "Colonial," are we not all "Britons"? Whether we be born in London or Inverness, in Medicine Hut or Adelaide, in Cape Town or Madras, are we not Britons? What better word could be desired? One objection to it is that it might sound somewhat insular to some ears. Some critics might seek to confine its significance to Great Britain alone; but that would not be justifiable. Already the word "British" has been granted a wider significance than appertains to the British Isles, and there is no real reason why "Briton" should not embrace a broader meaning.

THE FAKE WORD.

But let us not fall into the American trap provided by the "fake." word, "Britisher." No Briton ever coined that word; nor did any Briton frame the exclamation "Be British!" recently reported to have been used on tragically-historic occasions. That phrase is an Americanism, and would not come to the lips of a true Briton in the hour of danger. At all costs, "Britisher" must be kept out of the language.

Some suggestions that have been brought forward to take the place of the old "Colonial" are such poor, ineuphonious sounds as "Britannian" and "Dominionist;" while "Imperialist," although a good word in its place, already has a distinct meaning and therefore fails to embrace the pride of race which is needed to be expressed in a name intended to designate in one word such grand nations as the Canadians, the Australians, and other branches of the Empire. "Briton" is a good, old word, with the real British ring about it, and if one need to distinguish between the Britons who inhabit the British Isles and those who live in the Overseas Dominions, let the latter be known as Oversea Britons. Maybe this is a little cumbersome, but it is surely to be preferred to "Britannians" or "Dominionists." The Unity of the British Empire is more definitely suggested in the good old-fashioned "Briton" than in any new-fangled counterfeit produced by the word coiners.

THE MANILA CIGAR INDUSTRY.

Mr. A. Determann, formerly manager of La Yebana Cigar and Cigarette factory, Manila, and who is at present United States representative of the Manila Commercial Company, which controls La Yebana, has contributed a lengthy article on the tobacco industry in the Philippine Islands to *The Tobacco Leaf*. The article touches on the history of tobacco growing and manufacture in the Philippines, and describes the present methods followed in cultivating and manufacturing tobacco and its products.

Mr. Determann also calls attention to the change in the demands of the American market, stating that whereas immediately after the passage of the Payne Bill the cheapest cigars were saleable, the American smoker now appreciates the fact that there are good Manila cigars as well as bad ones, and demands the good ones.

"The increased demand from the United States," the article continues, "and the desire of the manufacturers to supply it with the best that can be produced, carried greatly increased manufacturing expenses. Such are: improved hygienic factory conditions; the presence of expert medical men for the examination of workers; the strict superintendence of the work; and the critical supervision of all details to obtain the *Standard Quality* stamp from the Insular Government."

THE YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their latest report say:—

Since the despatch of our last report on the 25th ultimo, prices have continued to soar upwards, the local market in a measure reflecting the intense excitement prevailing in the American and Indian markets. The latest cable advices from the latter market state that heavy speculation is being indulged in on a large scale, rendering any business with China next to impossible, Bombay demanding considerably higher prices than the China market is able to respond to. Compared with the last quotations we gave, prices have advanced from two to five dollars per bale, "twenties" specially moving higher than the other counts, and are now on about the same high level touched two years ago. The volume of business, however, has been comparatively small, owing to the Chinese dealers operating, rightly we think, most cautiously. Closing tone steady. Total sales 6,000 bales. Unsold and undelivered in the godowns 62,000 bales.

THE CHINESE CUSTOMS.

QUARTERLY RETURN OF TRADE.

The "Quarterly Returns of Trade" for April-June, 1915, issued by the Statistical Department of the Chinese Customs, show a decrease of revenue amounting to Hk. Tls. 1,527,007 when compared with the same quarter of 1914. The total revenue of all the ports amounts to Hk. Tls. 9,371,173. The great decrease is in Import Duty, the decrease being Hk. Tls. 1,766,117. Export duties show an increase of Hk. Tls. 194,697. Coast Trade Duty shows an increase of Hk. Tls. 79,254. Opium Duty increased Hk. Tls. 50,746. Tonnage Dues show a decrease of Hk. Tls. 126,210. Transit Dues show a decrease of Hk. Tls. 86,292. Opium Lekin show a heavy increase of Hk. Tls. 126,915.

Nearly all the forty-six ports show a decrease with the exception of the Harbin District, Sansing, Antung, Dairen, Chungking, Soochow, Wenchow and Santuao. The following is the revenue of each port collected during the quarter under review:—

Aigun	6,952,460	11,757,091
Sansing	52,817,104	14,492,889
Harbin District:—		
Manchouli	33,068,850	61,168,498
Harbin	157,328,058	90,846,298
Suifenho	117,686,162	87,123,028
Hunchun	3,866,750	7,793,404
Lungchingtsun	3,894,194	6,381,588
Antung	186,025,152	150,581,903
Tatungkow	835,730	2,301,809
Dairen	449,161,595	415,641,332
Newchwang	309,749,828	241,265,449
Chinwangtao	82,041,295	126,334,528
Tientsin	1,092,706,301	1,292,648,429
Chefoo	172,783,780	152,309,175
Kiaochow	226,190	520,859,134
Chungking	93,581,552	129,574,143
Ichang	15,655,999	21,384,098
Shasi	9,402,357	10,115,376
Changsha	68,052,859	128,905,254
Yochow	8,015,014	17,283,138
Hankow	937,907,013	1,120,961,725
Kiukiang	168,076,824	247,896,068
Wuhu	70,076,195	163,398,244
Nanking	66,109,425	77,218,507
Chinkiang	108,824,242	162,842,114
Shanghai	2,932,278,434	3,153,836,590
Soochow	32,119,377	31,875,909
Hangchow	70,704,962	162,233,676
Ningpo	123,625,943	153,594,131
Wenchow	24,925,993	20,985,797
Santuao	107,311,755	106,259,705
Foochow	126,072,519	128,235,763
Amoy	122,783,101	152,467,077
Swatow	325,252,611	318,722,428
Canton	678,726,902	779,223,049
Kowloon	63,321,607	69,329,371
Kowloon: Railway Collection	9,702,002	13,582,713
Lappa	52,231,181,	51,990,603
Kongmoon	41,288,023	66,360,724
Samshui	57,945,476	60,929,956
Wuchow	169,506,163	162,830,744
Nanning	33,993,311	23,662,823
Kiungchow	57,644,570	49,030,484
Pakhoi	19,631,472	18,474,073
Lungchow	732,144	1,381,076
Mengtsz	91,348,526	95,295,846
Szemao	2,401,524	2,569,185
Tengyueh	18,194,122	14,235,387
Total Hk. Tls.	9,371,173,347	10,898,180,326

MR. ROOSEVELT'S SPEECH.

GENERAL CENSURED FOR PERMITTING IT.

President Wilson's diplomatic victory over the *Arabic* has taken the edge from Mr. Roosevelt's speech at Plattsburg Camp, where thousands of citizens were undergoing military training, says a New York dispatch published in the latest London papers to hand.

Mr. Roosevelt's declaration that for "thirteen months America has played an ignoble part among the nations" and that "we have treated elocution as a substitute for action," followed as it was by a newspaper interview arguing that the nation must not stand by its President unless the President stands by the country, created astonishment.

It has drawn upon Major-General Wood, Commander of the Department of the East, a severe official rebuke from the Secretary for War for allowing "anyone" to divert the attention of men in training from their duties to "issues which excite controversy and antagonistic feeling." The Secretary for War describes Mr. Roosevelt's speech as "an unfortunate occurrence" and censures General Wood for permitting it to be delivered.

With a view to economy, no lump sugar has been used at the Royal Hospital for Incurables, Putney Heath, for some weeks past, says a London paper.

INTIMATIONS

LANE, CRAWFORD & Co.

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OIL REFINERS. ETC., ETC.

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LANE, CRAWFORD & CO.,
SOLE AGENTS,
HONGKONG AND SOUTH CHINA.

[22

SAKURA BEER.

SOLE AGENTS:
SUZUKI & CO.,
ALEXANDRA BUILDING,
TEL. No. 468.

Hongkong, 12th August, 1915. [855

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.
TELEPHONE No. 212 Telegraphic Address:—"TAIKOO DOCK." [30

NEW ADVERTISEMENTS

G. R.

SPECIAL LICENCE ISSUED UNDER KING'S REGULATION No. 10 OF 1915.

WHEREAS a Special Licence was issued by me on the 8th day of September, 1915, permitting all British Subjects, firms or corporations to trade with certain persons and bodies of persons of Ottoman nationality residing and doing business in China, I, His Britannic Majesty's Minister in China, hereby announce that the following persons of Ottoman nationality are to be included in the list of those persons named in the aforesaid Special Licence with whom all British Subjects, firms or corporations are permitted to trade, namely: J. A. DAVID, of Shanghai, Import and Export Merchant; E. S. KADOORIE, of Shanghai, financier; R. E. KADOORIE, of Shanghai, Sharebroker and Member of the Shanghai Stock Exchange; SELIM A. KHURI, of Shanghai, Mining Prospector; and N. NOURY, of Hankow, of the firm of NOURY & Co., Silk and Hide Merchants.

J. N. JORDAN,
His Britannic Majesty's Minister.
Peking, 24th September, 1915. [1061

RUBBER GOODS
Druggists', Surgeons', Mechanical and Miscellaneous, exported at moderate price.
UTSUNOMIYA.
5-chome Hiranomachi, Osaka, Japan.
[1062

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 11th instant.
Hongkong, 6th October, 1915. [1056

WANTED.

CONSULAR CONSTABLE; wages $100 per month rising to $140, with free House; age 20-45 (limited extension for Army or Navy Man). Knowledge of Hindustani a recommendation. Apply by letter stating experience, references, &c., with copies of testimonials, to—
H. B. M. CONSULATE-GENERAL,
Canton. [1057

SAILING YACHT.

FOR SALE or may be Hired, HAYWARD HAYES YACHT.
Apply—
P. O. Box 470,
Care of "Daily Press" Office.
Hongkong, 5th October, 1915. [1053

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, TO-MORROW (SATURDAY), 9th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 9th October, 1915, both days inclusive.
By Order,
M. MANUK.
Secretary.
Hongkong, 24th September, 1915. [1014

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 14th October, 1915, at 5.15 P.M.
Business:—As set forth in the Notice in the Hall of the Club.
By Order,
E. DES VŒUX,
Secretary.
Hongkong, 6th October, 1915. [1055

THE HONGKONG POLICE RESERVE.

PROMENADE CONCERT
in the
BOTANICAL GARDENS,
on
SATURDAY, OCTOBER 9TH, AT 9 P.M.

Entrance at Main Gate and Albany Gate at 8.30 P.M.

MRS. VILLIERS SMYTH.
MR. F. X. BOTELHO.
MR. A. J. ENGLAND.
BAND OF THE 7/2TH PUNJABIS.
Accompanist:—P.-C. GEORGE GRIMBLE, H.K.P.R.

ADMISSION 20 CENTS.

Members of the Naval, Military and Police Forces in uniform are invited as the guests of the Police Reserve. [1058

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738

HOUSES TO LET.

TO LET.

CHELTONDALE, No. 97, THE PEAK Fully Furnished.
Apply—
LINSTEAD & DAVIS.
Hongkong, 23rd September, 1915. [1011

TO LET.

PARTLY FURNISHED for Six Months from 1st November, FLATS in "EWO MESS," No. 8, THE PEAK.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 16th September, 1915. [984

TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED, 3, Mountain View.
H. E. POLLOCK,
Princes' Buildings.
Hongkong, 15th September, 1915. [1046

TO LET.

NO. 6, LYEEMOON VILLAS, Nos. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 29th September, 1915. [963

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.
Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [875

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co., Opticians.
Hongkong, 29th June, 1915. [705

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.
Apply to—
SHEWAN, TOMES & Co
Hongkong, 3rd December, 1914 [39

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915 [45

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, Immediate possession; and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next, English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 6th September, 1915. [858

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order Tennis Court and Garden.
Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [876

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Dennys & Rowley.
HOUSES in Broadwood Terrace.
HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD,
Hongkong, 13th September, 1915 [38

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PARANJEE,
No. 1, Duddell Street
Hongkong, 2nd February, 1915. [244

TO LET.

NO. 2, "FAIRVIEW," Nathan Road, Kowloon.
"LEWKNOR," No. 126, THE PEAK.
"HARTING," Austin Road, Kowloon.
"HILLSIDE," No. 110, THE PEAK, 5 Rooms Furnished, from 1st November, 1915.
ONE OFFICE or SHOP in Duddell Street, Ground Floor.
Nos. 1 and 2, COLLEGE GARDENS 6 ROOMS each, from 1st November.
No. 3, "THE ALBANY," ROOMS, in Duddell Street.
"ROSENEATH," 2, Hankow Rd., Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 59, THE PEAK (5 CAMERON VILLAS.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th October, 1915 [43

INTIMATION

WATSON'S
OLD BROWN
LIQUEUR
BRANDY
E
QUALITY.
TRY IT AND BE YOUR OWN JUDGE.

IT HAS ALREADY DONE TIME "21 YEARS" IN WOOD.

A. S. WATSON & CO., LTD.,
HONGKONG AND CHINA.
113

BIRTH.

HOLLAND.—On August 30th, at Bedford Park, W., to Mr. and Mrs. G. C. F. HOLLAND, Chinese Maritime Customs, a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 8TH, 1915.

THE BALKAN SITUATION.

THE resignation of the Greek Cabinet must be regarded as adding considerably to the seriousness of the situation in the Balkans. In view of the strong opposition shown in the Chamber of Deputies to the Cabinet's policy, and in view also of the KING'S expression of his dissent from certain features of it, no other course remained to M. VENEZELOS but to resign. The immediate effect of this will be to encourage Bulgaria in the course she is evidently inclined to pursue, though she has so far hesitated to fully declare her intentions. She has rejected the demand of the Entente Powers for the dismissal of the German officers who have recently been given appointments, and consequently the Russian, British, French and Italian Ministers have asked for passports. Bulgaria's aid has been for sale to the highest bidder for months past. Some six weeks ago the Bulgarian Prime Minister explained, for publication in the world's Press, the position of his Government in these terms: "Bulgaria is fully prepared and waiting to enter into the present war the moment absolute guarantees are given her that by so doing she will attain that for which the other nations already engaged are striving—namely, the realization of her national ideals. The bulk of these aspirations are comprised in Serbian Macedonia, which, with its 1,500,000 Bulgarian population, was pledged and assigned to us after the first Balkan war and is still ours by the right principles of nationality. When the Triple Entente can assure us that this territory will be returned to Bulgaria and our minor claims in Grecian Macedonia and elsewhere realized, they will find us ready and waiting to fight with them; but these guarantees must be real and absolute. No mere paper ones can be accepted. Only certainty on this point can induce Bulgarians again to pour out their blood. Unfortunately our aspirations, if realized as the result of the present war, are not attainable by the direct force of our own arms. We cannot go and take the territories which we feel are rightfully ours. Instead they must be ceded to us by others in compensation for the participation of our arms in the general conflict. We have, therefore, accepted frankly and openly the offers of both groups of Powers to negotiate to that end." That being the case it is reasonable to conclude that Germany, Austria and Turkey, have been ready to promise to Bulgaria what the other Powers, having a higher standard of international honour, were bound to deny, so long as the consent was wanting of the countries most nearly concerned to this abrogation of an international arrangement. A telegram we print this morning makes it clear that notwithstanding the Prime Minister's declaration that Bulgaria's aspirations are not attainable by the direct force of her own arms, she has intimated to Serbia that this is to be attempted, no doubt with the assistance of German and Austrian troops. The meaning of the Greek crisis appears to be that there is not sufficient unanimity in the country either to defend the Greek interests which are avowedly menaced by Bulgaria's attitude, or to fulfil her obligations to Serbia. How long this attitude of aloofness is to continue will be determined by the course of events. It is difficult to imagine that a high-spirited nation like the Greeks, conscious of possessing an army which has been greatly strengthened and improved in recent years, will long remain oblivious or indifferent to the dangers which threaten her future national existence by reason of Bulgaria's co-operation with Germany, Austria and Turkey. It is hardly necessary to add that though the resignation of the Venezelist Cabinet renders the co-operation of Greece with the Entente group of Powers out of the question for the moment, there is not the slightest possibility of Greece co-operating with our enemies. There is no doubt whatever regarding the direction in which the sympathies of the Greeks incline in this war, and the official announcement in the Greek Chamber that a division of British and French troops has been allowed to disembark at Salonika (*en route*, no doubt for Serbia) affords the strongest possible evidence of sympathy with the cause of the Allies. Greece by allowing this has, of course, seriously compromised herself as a neutral Power and much more may be heard of it from the German side before the war ends. Our thoughts easily wander from Bulgaria to Gallipoli. But for the short casualty list transmitted to the Far East yesterday, probably by mistake, the telegrams have been silent for some days past regarding what is happening there. Yet it is the operations in Gallipoli which give the key to all that is happening in the Balkans, for it is not unreasonable to assume that Germany's desperate striving to secure the passage of her troops through Bulgaria into Turkey is prompted by information pointing to a certain, and perhaps early, appearance of the Anglo-French forces at Constantinople. A new Balkan conflagration will add greatly, of course, to the difficulties of the settlement after the war.

A mail for Europe *vdâ* Siberia closes to-day at 4 p.m.

Mr. E. D. C. Wolfe and Dr. Dalmahoy Allen have been among recent visitors to Peking.

Straits Rubber Co., Ltd., has declared an interim dividend of 7½ per cent. and Seaport (Selangor) Rubber Estate, Ltd., 7½ per cent. (full).

A Chinese carpenter suddenly collapsed in a public street on Wednesday and died while being removed to the Government Civil Hospital. Apoplexy was the cause of death.

Two Chinese were charged at the Magistracy yesterday with selling liquor without a licence. One was fined $250, with the alternative of a month's imprisonment, and the other $25 or one month.

The appointment of Forestry Adviser to the Chinese Government, mentioned in a cable yesterday as having been offered to an American, was offered a month ago to Mr. W. F. Sherfesee, Director of Forestry in the Philippine Islands. Mr. Sherfesee still has the offer under consideration.

CORRESPONDENCE.

HONGKONG AND MUNITION MAKING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—"How this Colony could increase its effective help to the allied cause." I wish to particularly call your attention to an item in Friday's *Daily Press* headed "Krupp's or Birmingham?" which tells us that artillery officers in the fighting line consider that every ten shells supplied to them, over and above the normal rate, will save one soldier's life.

This means that the production of 1,500 shells per day in Hongkong would be instrumental in the saving of 150 of our soldiers' lives daily, or 4,500 per month.

Now I propose to deal first with the bare metallic shell itself, without either bursting or propelling charge or fuse, and if we reckon that this is ¼th part of the complete article, we have a saving of over 1,000 lives per month. I am convinced that the whole of the plant necessary could be made locally and should not cost more than $150,000; the ground and building would be extra. About 960 Chinese would be employed, working in 3 shifts of 320 in a shift, and about 400 volunteer inspectors, working 6 hours every two days, 50 being on duty at a time. These latter would be trained at instruction classes whilst the plant was under construction. It would, of course, be highly desirable that we should have expert testers from Home to ensure that the product would pass the Government tests, but surely we should have no trouble in getting these, once our capital was assured and our workers arranged for.

Can you not call up a mental picture of such a scheme in operation, with this Colony saving 1,000 lives a month in addition to what she is already doing towards the cause? And will not somebody come forward to form one of a Commission to go more fully into the matter as to how the capital is to be obtained?
—Yours faithfully,
ALBERT W. SMITH.
Hongkong, October 6th, 1915.

A PROTEST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I beg leave to protest, through the agency of your columns, against a practice that has, it appears to me, little to recommend it. I refer to the joy some residents in this Colony appear to obtain when they can "corner" an American Citizen and thrust down his throat, uninvited, their opinions as to what America should do in connection with the European situation. These criticisms are often expressed in anything but a gentlemanly or friendly manner, even in the hearing of American ladies, and I think that if these "enthusiasts" would stop to consider just how they would feel were they "rounded up" in the United States and remarks freely passed of a derogatory nature upon the King, the British Constitution and upon British History, there would be less of what is really gross discourtesy. We may or may not approve of United States policy or with the actions of her President, and in United States public opinion is divided, but the Americans have the right to form their own policy and act as they see fit. Americans resident in this Colony are in a manner of speaking our "Guests" and is only right that we should accord them the same courtesy that is extended so freely to all Britishers who visit America.

BRITANNIA.

THE BLAZE AT EAST POINT.

A PECULIAR ACCIDENT.

The police report regarding the blaze at Tsatsimui sugar basket depository states that 3,000 bags, valued at $400, were destroyed, and the Fire Brigade were able to save 200 baskets.

A peculiar accident occurred to a motor-car which was passing at the time of the conflagration. The vehicle became entangled with one of the fallen electric wires, a huge white flame shot up, and an arm of a wire standard crashed to the ground, luckily without doing any harm. In a remarkable manner the car escaped with only slight damage, and was able to proceed after slight attention.

The late Mr. A. D. Provand, of the firm of Messrs. A. Provand & Co., formerly of Shanghai, left personalty to the gross value of £14,784.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, October 6th.

BEN BETE.

Two combined festivals were observed in the city yesterday: the 5th anniversary of the Portuguese Republic, and the Chinese celebration of the birthday of Confucius. The day was a general holiday, and the city was gaily adorned with flags and bunting. Official calls were made at Government House, at 2 p.m., and at 5 p.m. there was an "At Home" at Government House at which practically the whole of the Portuguese community was present. Many buildings were illuminated in the evening; there was also a ball at the Gremio Militar, and a social gathering at the Military Sports Club, both of which passed off enthusiastically. Chinese scholars paraded the streets carrying flags, blowing bugles and beating drums; in fact there was "life" in every corner of the city.

A CONSUL FOR HONGKONG?

The last number of *O Progresso* contained an article urging upon the Government the necessity of having a Consul at Hongkong, and pointing out the multitude of Portuguese interests which existed in the Colony, and which should be under the care of a local Consul. It can no longer be in the national interests not to be represented in that Colony, but obviously the Government is in a quandary as to who shall be appointed. For nearly a year the position has been going "from door to door," and the Government should take some definite steps in the matter.

TREASURY "GAMES."

Since the 1st inst. the Treasury has been open to receive from the public the house tax for 1914, and the question again arises as to how many shroffs will disappear, thereby causing much suffering to the Chinese especially. The receipt system in vogue encourages this sort of thing. The money is paid one day, and the receipts are sent "to-morrow," and meanwhile the shroff disappears, and the tax-payer has to pay again. The Government should see to it that the receipts should be given when the money is paid. This sort of thing has been going on quite long enough.

THE DREDGER.

The dredger *Carlos de Maia* will be back again from Hongkong at the end of next week.

LOCAL CRICKET.

CLUB TO OPEN SEASON ON MONDAY.

The Club will open the season on Monday next, which is a Bank holiday, when sides selected by R. Hancock and T. E. Pearce will oppose each other on the Club Ground, wickets to be pitched at 10.30 a.m. The elevens will be as follow:—

R. Hancock (Capt.), R. N. Anderson, A. L. Gace, M. M. Maas, E. J. R. Mitchell, S. S. Moore, H. E. Muriel, G. R. Sayer, F. Syme Thomson, H. Taylor, and R. P. Thursfield.

T. E. Pearce (Capt.), R. E. O. Bird, R. A. Brand, A. A. Claxton, C. J. Hewitt, C. A. Hooper, R. Kennedy, P. S. Leigh Bennett, A. C. Leith, E. B. Reed, and Major T. A. Robertson.

LONG-DISTANCE SWIMMING AT YOKOHAMA.

Long-distance swimming appears to be popular in Yokohama. Mr. Oscar Strome has added to the achievements of local athletes by swimming from Tomioka to the P.M. Wharf, a distance of about eight miles, being in the water 6¾ hours, which considering the heavy sea, is a remarkably fine feat. The *Japan Gazette* says Mr. Strome took the water at Tomioka at 7.18, being seen off by Messrs. Parkhill, F. Sharp, and Schellenberg, and being accompanied in a sampan, by Mr. L. Watson and three sendoes. At the time of starting a strong north-easterly wind was blowing, this developing later into a good breeze. When Mr. Strome reached Sannotani Bluff a head sea was encountered, and when heading for Honmoku Bluff he met a high sea and a strong wind, with tide against him. In fact, the sea was so high and the tide so strong that progress was almost impossible, and it took about an hour and a quarter to do from a hundred to two hundred yards. But the swimmer struggled bravely against the elements, and reached the Pacific Mail Wharf at one minute to two, having been in the water about 6¾ hours. When he landed Mr. Strome was in good condition. He swam the over-hand stroke for five-sixths of the distance. He had no refreshment *en route*, and applied no grease before entering the water. This is the first time this distance has been done by a local foreigner.

Hundreds of women were engaged in the rural districts of Lancashire last month in lifting the potato crop and assisting in dairy and other farm work in order to release men for the colours.

THE WAR.

FRENCH MAKE FURTHER PROGRESS.

ANOTHER 1,000 PRISONERS CAPTURED.

RUSSIANS STORM GERMAN TRENCHES.

DIPLOMATIC RELATIONS WITH BULGARIA RUPTURED.

BULGARIA SENDS ULTIMATUM TO SERBIA.

THE CRISIS IN GREECE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ANOTHER BIG FRENCH OFFENSIVE.

A GERMAN ANNOUNCEMENT.

AMSTERDAM, October 6th.

Another big French offensive in Champagne is announced in to-night's Berlin *communiqué*, which admits the violence of the attacks but claims to have repulsed the offensive.

THE FRENCH COMMUNIQUES.

PARIS, October 6th. 5 p.m.

French guns have been heavily bombarding along the whole front

A *communiqué* states that the bombardment was reciprocal in Artois, and particularly violent in the region of Givenchy.

We made some progress by grenade fighting.

Our artillery was especially active in Champagne, the heights of the Meuse, Flirey and Lorraine.

PARIS, October 7th.

The latest *communiqué* says:—Our action in Champagne to-day secured fresh results. The infantry, after solid artillery preparation, assaulted and carried the village of Tahure and reached the summit of Tahure Hill, which is a *point d'appui* in the enemy's second line.

Over a thousand prisoners were taken.

There were only artillery actions on the remainder of the front.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

CONTINUED RUSSIAN SUCCESS.

STORMING GERMAN TRENCHES.

PETROGRAD, October 7th.

A *communiqué* reports an incessant artillery duel in the region of Dvinsk.

The Russians stormed the enemy's trenches at Postary, half way between Dvinsk and Vilna, drove the Germans back south of Lake Norotch and, pursuing them, captured three villages north of Smorgon.

THE SERBIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRO-GERMAN TROOPS MASSING AGAINST SERBIA.

LONDON, October 7th.

A telegram from Zurich states that large numbers of Austrian and German troops are being withdrawn from the Russian and Galician fronts and are proceeding through Transylvania to southern Hungary to join in the offensive against Serbia.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE PIRACY?

LONDON, October 7th.

The steamer *Haydn*, from Karachi, has been sunk. No details are available.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BULGARIA'S DECISION.

RUPTURE OF DIPLOMATIC RELATIONS.

PETROGRAD, October 7th.

A telegram from Sofia, dated the 5th instant, says the reply of the Bulgarian Government to the Russian ultimatum was delivered at 2.40 that afternoon. As it was unsatisfactory, the Russian Minister notified M. Radoslavoff of the rupture of diplomatic relations.

The Dutch Chargé d'Affaires takes charge of Russian interests.

LONDON, October 7th.

A message from Sofia, dated the 5th instant, states that the Russian, British French and Italian Ministers have asked for passports.

LATER.

The Russian Minister has left Sofia.

BULGARIA SENDS ULTIMATUM TO SERBIA.

PETROGRAD, October 6th.

The Serbian Archimandrite at Moscow has received news that Bulgaria has rejected the Russian demands and sent an ultimatum to Serbia concerning Macedonia, requiring an answer within twenty-four hours.

RUMANIA'S MILITARY PRECAUTIONS.

ATHENS, October 6th.

News from Bucharest shows that Rumania is taking extraordinary military measures. Troops have gone to the Bulgarian frontier, and Guirvens is being feverishly fortified.

Officers of Bulgarian origin have been transferred to the interior. Young reserve officers have been called to the Colours, and other reserves, instead of being disbanded, are being retained in barracks.

SERBIA EXPEDITIONARY CORPS.

ATHENS, October 7th.

The French Minister, in a message to the troops who have landed at Salonica, addresses them as the Serbia Expeditionsary Corps, and says that he is confident that their conduct will leave the best impression on the friendly country they are about to traverse in order to reach the territory of a valiant ally.

SERBIAN MINISTER ASKS FOR PASSPORTS.

PARIS, October 7th.

The Serbian Minister at Sofia asked for his passports yesterday morning.

THE GREEK CRISIS.

KING ACCEPTS THE CABINET'S RESIGNATION.

LONDON, October 6th.

Reuter announces that King Constantine has accepted the resignation of the Cabinet

COALITION CABINET FAVOURED.

ATHENS, October 6th.

A conference of the King and former Prime Ministers has decided in favour of the formation of a Coalition Cabinet under M. Zaimis, without M. Venezelos.

LATER.

M. Zamis has accepted the task of forming a Cabinet, which includes Opposition leaders.

[THROUGH REUTER'S AGENCY.]

M. VENEZELOS INTERVIEWED.

LONDON, October 7th.

The Athens correspondent of the *Pall Mall Gazette* has had an interview with M. Venezelos who declared that his resignation became inevitable owing to the impossibility of reconciling his interpretation of the Greco-Serbian Treaty with the King's opinion. A Coalition Cabinet is probable.

THE LANDING OF ALLIED TROOPS AT SALONICA.

LONDON, October 7th.

A French wireless message says that M. Venezelos states that his resignation cannot alter the facts. The landing of the Allied troops will take its course. The people at large have given the French and British troops an enthusiastic welcome.

THE MASSACRE OF ARMENIANS.

ENCOURAGED BY THE GERMANS.

LONDON, October 7th.

In the House of Lords, asking for information regarding the Armenian atrocities, Lord Cromer said that even though there was no trustworthy evidences of direct German complicity, in view of Germany's present influence at Constantinople her moral responsibility was unquestionable. He urged the utmost publicity of the facts in India, as he was convinced that despite a natural unwillingness to believe ill of their co-religionists, the educated Mohammedans of India and Egypt would regard the massacres with the same horror as ourselves, and recognise that it would be an insult to the Mohammedan religion to identify Islam with the present Government at Constantinople.

Lord Crewe agreed that it would be advantageous to make the facts known to the world as far as they were officially confirmed. The information supplied from British Consular sources was of the most deplorable nature. In one district the population was absolutely exterminated, and the condition of the refugees in the Caucasus was terrible. They were dying at the rate of a hundred daily despite splendid local efforts to relieve the misery. A hundred and sixty thousand were entered in one district alone in one report, and unless further speedy relief was given half of this number would probably die. Lord Crewe heartily agreed that such dreadful excesses were not the less repugnant to the Moslems of India, and enlightened Mussulman opinion elsewhere, than to ourselves. They were in nowise authorised by the precepts of Islam, and they would not be condoned by the judgment of Islam.

The Government had no official confirmation of German complicity, but the statement that German Consular officials not merely looked on but encouraged these horrors was freely made by American observers who were in a position to know. Our declaration to the Turkish Government, holding it responsible, still stood, but there was no advantage in repeating it. The Bryce Commission gave shocking details of some of the atrocities. The whole of the Armenian population at Trebizonde were taken to the sea in boats and drowned. Altogether, possibly, 800,000 people had been destroyed. Not since the days of Tamerlane had there been so hideous crime on such a scale. There was no reason to believe that Moslem fanaticism had anything to do with it. The Moslems had never shown any approval of the Governments conduct in this connection. The only chance of saving the remnants of these people was an expression of opinion by the world, and especially by neutrals.

DUMBA LEAVES AMERICA.

LONDON, October 7th.

Dr. Dumba, the Austrian Ambassador at Washington, has sailed for Austria aboard a Dutch steamer with the safe-conduct of the British and French Governments.

A MACHINE GUN CORPS.

LONDON, October 7th.

A *Gazette* announcement states that H. M. the King has approved of the formation of a Machine-Gun Corps.

[THROUGH REUTER'S AGENCY.]

THE DEFENCE OF THE PACIFIC.

AND THE VOICE OF THE DOMINIONS.

LONDON, October 7th.

At a reception given by the members of the New Zealand House of Representatives at Wellington, the Premier said the defence of the Pacific was a matter for the Imperial Conference and he hoped the Conference would meet at an early date.

LORD CRICHTON STUART KILLED IN ACTION.

LONDON, October 7th.

Lord Crichton Stuart M.P., has been killed in action.

[Lord Ninian Edward Crichton Stuart, had been M.P. for Cardiff, in the Conservative interests, since 1910. He was the second son of the third, and a brother of fourth, Marquess of Bute. In 1906 he married the Hon. Ismay Lucretia Mary Preston, eldest daughter of the 14th Viscount of Gormanston. The deceased Peer was Lt.-Colonel of the 6th Batt. the Welsh Regt. He was also Keeper of Falkland Palace.]

MR. RUDYARD KIPLING'S LOSS.

LONDON, October 7th.

John, the only son of Mr. Rudyard Kipling, unofficially reported missing, is believed to have been killed.

AN APPOINTMENT AT THE INDIA OFFICE.

LONDON, October 7th.

Commenting on the appointment of Mr. Louis J. Kershaw, C.I.E., as Secretary of the Revenue Department in the India Office, the *Times* remarks that the appointment follows the commendable precedent of 1901, when Sir Thomas, Holderness was similarly transferred. The appointment of Mr. Kershaw, ensures the continuity of the representation of expert Indian knowledge in the permanent staff of the India Office.

THE PORTUGUESE REPUBLIC.

LONDON, October 6th.

The people are celebrating the anniversary of the Republic.

Senor Machado took the oath as President and the Cabinet retains office.

NEW CHIEF JUSTICE OF BENGAL.

LONDON, October 7th.

Sir Lancelot Sunderson, upon making his farewell at the Wigan Sessions upon proceeding to India to assume the office of Chief Justice of Bengal, was presented by the Bar with an address conveying their congratulations.

CHIEF OF IMPERIAL GENERAL STAFF.

LONDON, October 7th.

It is understood that Sir Archibald Murray has taken over the work of Chief of the Imperial General Staff.

DEATH OF FORMER REUTER'S MANAGER.

LONDON, October 7th.

The death is announced of Mr. Benjamin Mundy, formerly Reuter's manager in India.

THE KING OF SIAM.

LONDON, October 7th.

The King of Siam has been gazetted an Honorary General.

OBITUARY.

LONDON, October 6th.

The death is announced of Surgeon-General Sir Charles Cuffe.

CURE FOR SLEEPLESS WOMEN.

A simple remedy for women's sleeplessness caused by anxiety and thoughts of absent friends is prescribed by a celebrated Swiss nerve specialist, writes a correspondent in a London paper. It is as follows:—

"When your mind circles round some distressing subject force yourself to think of the first finger of your hand as drawing the figure 3 in a long, empty room. The finger is to be held at arm's length and the imaginary figure is to be about 3ft. high. Then imagine yourself drawing the same figure a few feet away and not quite so large. Repeat this process down the whole length of the imaginary room, making the figure shorter and shorter until it almost disappears in the far distance.

"I have never failed to fall asleep before reaching the sixth figure; but some people may find it necessary to draw the series a second or a third time."

EUROPEAN LADIES' EXCITING EXPERIENCE.

Two European ladies had a rather alarming experience in Pottinger Street, yesterday morning. They were entering a popular ice-cream shop when their attention was attracted by the weird antics of a Chinese youth, obviously of the "boy" community. He smiled at them nonsensically, stood in their way and then threw a watch over his shoulder. One of the ladies, who knows the East and its ways, took no notice of the absurd performance, and both proceeded into the ice-cream shop. Presently they were followed by the "boy," who at once commenced to address one of the ladies in *pidgin* English. He became very excited, and when he informed the ladies that he had "just make-e kill one man this morning" they took fright. One ran for the staircase in the shop; the other also took precautions, and the "brave" shopman also made himself scarce. The "boy," who was obviously mentally unbalanced, then commenced to pull his hair, make faces, and to shout loudly, mentioning several people of note in the Colony whom he intended to kill. Subsequently an alarm was raised and two Indian constables removed the youth to a place where he will do no harm. The lady who ran to the staircase injured her back as a result of a fall, and also suffered rather severely from shock, as for several minutes both were alone in a shop with a deranged youth who was using all sorts of threats.

FAMILY OF 40 CHILDREN.

MOTHER OF 23 MARRIES A MAN WITH 17.

The record of having reared a family of sixty-eight children, twenty-three of whom were her own, seventeen her second husband's, and the remainder nurse children, and also of having had a share in rearing 107 grandchildren, belongs to a hale and hearty old-age pensioner named Mrs. Emma Moules, of Bradley-terrace, White Hart-lane, Wood Green.

She is seventy-three years of age, and still strong enough to do a day's washing, and is as well able to read the paper without glasses as anyone.

Mrs. Moules, who was born at the Hertfordshire village of Much Wymondeley in April, 1842, and married there in 1860, had twenty-three children in the first twenty-six years of her married life, soon after which time her husband died.

She married again, her widower-husband (says the "Express") being the father of seventeen, all living, whom she had the privilege of bringing up. During a twenty-two years' residence in New Southgate she acted as foster-mother to twenty-eight nurse children, and performed the duties of an inspector under the N.S.P.C.C.

Her own twenty-three children grew up, and many married. Five daughters became mothers of seventy children, one accounting for eighteen, two for fourteen each, and two for twelve each. Up to the present time the great-grandchildren number eleven.

Two grandsons, a son-in-law (a father of twelve), and Mrs. Moules's second husband (who enlisted twenty years below his actual age) are in the Army to-day, and two sons were killed in the Soudan war.

GERMANY'S WAR BILL.

STRONG SOCIALIST CRITICISM.

A leading article in the *Vorwarts* is severely critical of the German loan transactions. It points out that the reserves of the country have been diminished and supplies consumed and converted into war loans. It says that one may assume that great sums will be forthcoming for the third war loan because payments will first be made in October, when a great part of the harvest is realised and capital thereby rendered liquid will be available for the loan. The article continues:—

"Of still greater importance is the fact that a large part of the third loan has already been appropriated. To October the war expenses will be at least £1,000,000,000 to £1,100,000,000, while in loans the Empire has altogether received £650,000,000, so that about £325,000,000 must be covered by Treasury paper (Schatswechsel). The financial consequences of the new £1,500,000,000 debt are evident. The interest alone demands an expenditure of £75,000,000. If one reckons charges for redemption, administration, and compensation to Federal States and municipalities as well as the covering of the deficit on the Budget, then we arrive at a sum approaching £100,000,000.

"It must not be forgotten that the war entails frightful expenditure for pensions and the support of the incapacitated, which already before the war swallowed up £7,625,000. The imperial debt absorbed in 1913 the sum of over £11,900,000, making together with pensions, over £19,000,000.

"After the war the imperial debt and pensions will demand at least £125,000,000, or little less than the united ordinary and extraordinary imperial expenditure for 1912. The income of the Empire hitherto would only suffice to pay interest on the debt. For all further expenses new sources of taxation will have to be created. Whoever remembers the taxation controversies of 1908 and 1909 can easily imagine towards what internal political battles we are steering."

MR. BALFOUR ON GERMAN SUBMARINES.

NEW REGARD FOR AMERICAN OPINION.

The following is the text of Mr. Balfour's letter:—

Admiralty, S.W., Sept. 5th.

DEAR SIR,—Much has been written about Germany's military methods and aims on land; not so much about her methods and aims at sea. Yet in truth the two are so intimately connected that neither can be understood apart from the other.

It was in 1900 that Germany first proclaimed the policy of building a fleet against Britain, and from the point of view of her own ambitions the policy was a perfectly sound one. She aimed at world domination: and against world domination the British Fleet, from the time of Queen Elizabeth to the present day, has always been found the surest and most effectual protection. The Germans have every reason to be aware of the fact; for without the British Fleet Frederick the Great must have succumbed to his enemies; and without the British Fleet Prussia would scarcely have shaken off the Napoleonic tyranny. Whatever may be thought about the "freedom of the seas" in any of its various meanings, the freedom of the *Land* is due in no small measure to British ships and British sailors.

It takes, however, time as well as money to create a great fleet; and German statesmen were too wise to suppose that they could at once call into existence a Navy able to contend on equal terms with the Power which—as they saw clearly enough—was the most formidable obstacle to their aggressive projects. But they did not, on that account, doubt the immediate advantages which their maritime policy conferred upon them. They calculated that a powerful fleet, even though it were numerically inferior to that of Britain, would, nevertheless, render the latter impotent; since no British Government would dare to risk a conflict which, however successful, might leave them in the end with naval forces inferior to those of some third Power. This is the policy clearly, though cautiously expressed in the famous preamble to the Navy Bill. It is unnecessary to add that the German Navy League entertained much more ambitious designs.

THE SUBMARINE POLICY.

So far, however, neither the designs of the German Government nor those of the German Navy League have met with any measure of success. The British fighting fleet has become relatively stronger than it was 13 months ago, and there is no reason to suppose that during the future course of the war this process is likely to be arrested. It is, indeed, plain that after six months of hostilities Admiral Tirpitz, and the Government which he serves, arrived at the same conclusion. They saw that the old policy had broken down and that a new policy must be devised. Submarines, they thought, might succeed where Dreadnoughts and cruisers had failed.

The change, no doubt, was adopted with extreme reluctance and many searchings of heart. The admission of failure is in itself unpleasant; and though we cannot regard the Government responsible for the Belgian atrocities as either scrupulous or humane, even the most reckless of Governments does not desire to perpetrate unnecessary crimes. As to what the German Navy must have felt about the new policy we can only conjecture. But German sailors are gallant men; and gallant men do not like being put on a coward's job. They know well enough that in the old days, which we are pleased to regard as less humane than our own, there was not a privateersman but would have thought himself disgraced had he sent to the bottom unresisting merchant ships with all hands on board; and it can have been no very agreeable reflection, even to the German Navy League, that the first notable performance of the German Fleet should resemble piracy rather than privateering.

We may, therefore, safely assume that nothing but the hopes of a decisive success would have induced the German Ministers to inflict this new stain upon the honour of their country. Yet a decisive success has not been attained, and does not seem to be in sight. I claim no gifts of prophecy; I make no boast about the future. But of the past I can speak with assurance; and it may interest you to know that, while the losses inflicted upon German submarines have been formidable, British mercantile tonnage is, at this moment, greater than when the war began. It is true that by this method of warfare many inoffensive persons, women and children as well as men, neutrals as well as belligerents, have been robbed and killed. But it is not only the innocent who have suffered. The criminals also have paid heavy toll. Some have been rescued and are prisoners of war. But from the very nature of submarines it must often happen that they drag their crews with them to destruction, and those who send them forth on their unhonoured mission wait for their return in vain.

CRIMES NOW SEEN TO BE BLUNDERS.

Herein lies the explanation of the amazing change which has come over the diplomatic attitude of Germany towards the United States. Men ask themselves why the sinking of the *Lusitania* with the loss of over eleven hundred men, women, and children, was welcomed throughout Germany with a shout of triumph while the sinking of the *Arabic* was accepted in melancholy silence. Is it because in the intervening months the United States have become stronger or Germany weaker? Is it because the attitude of the President has varied? Is it because the arguments of the Secretary of State have become more persuasive? Is it because German opinion has at last revolted against lawless cruelty? No. The reason is to be found elsewhere. It is to be found in the fact that the authors of the submarine policy have had time to measure its effects, and that deeds which were merely crimes in May, in September are seen to be blunders.

Yours faithfully,

ARTHUR JAMES BALFOUR.

Cuthbert Taylor & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
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THE SAME TO-DAY AS IN
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BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
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[84

DON'T WAIT

until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taker to disperse it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

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which are the World's finest household remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headaches, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow but take Beecham's Pills

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Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
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Sold by all Chemists.
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THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
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CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
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SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
TRY NEW DRAGEE (TASTELESS) FORM OF
THERAPION EASY TO TAKE SAFE AND LASTING CURE.
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INSIST ON HAVING THERAPION.

The Mirror Shows Plainer Than Words What a Wonderful Improvement May Be Realized by a Gain of Even 10 or 12 Pounds.

"SARGOL MAKES PUNY, PEEVISH PEOPLE PLUMP AND POPULAR."

If you are tired of being called "Skinny," "Bean-pole" or any of the other tormenting names shouted at thin folks, you will be glad to hear of a remarkable discovery that puts on good solid flesh at a wonderful rate.

The thin man has a gaunt, cadaverous, hungry look that gives an unfavourable impression when he meets people, and his unfavourable impression seriously detracts from his success.

The thin woman has a scrawny, angular look, that, no matter how regular her features, destroys the charm of feminine beauty. The rounded curves of the plump woman so pleases the eye that even an unfortunate face is forgotten and she is called beautiful.

Thanks to this new discovery, this remarkable flesh builder, Sargol, you can now be plump and well developed, the bones covered with good solid flesh, the hollow places filled out so that wrinkles disappear and the sharp angles changed into beautiful curves. Scrawny necks and shoulders will grow into a form of beauty and the cheeks and face will become plump, full and attractive.

There is no strenuous exercising required, no drastic diet necessary, just use Sargol, the new flesh building element, and see the weight increase in a natural way. You ask how this is accomplished. Very easily; Sargol simply helps nature by restoring a perfect assimilation of food. Thin people are usually thin because they do not absorb the nutriment they should get out of their food. It simply passes through the system as coal shakes out of a wide grate when only partially consumed. Use Sargol and you will entirelye medy the imperfect assimilation so that what you eat will fill out the loose skin and cover the bony angles with flesh that has been lacking. It will not only make you look better, but will make you feel better, giving the vitality and life that is the heritage of the well developed.

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. WATSON & Co., LTD., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

[708-7

WEATHER REPORT.

On the 7th at 11.20 a.m.—Pressure has increased slightly at Nemuro and the Bonin Islands, and decreased elsewhere, especially over S. Japan and the Loochoos. The typhoon is situated to the east of Oshima this morning; it is apparently moving northwards.

The low pressure area continues to cover the China Sea, the Philippines and the Pacific to the eastward.

Moderate easterly winds will continue to prevail over the north part of the China S.s.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	E. winds, light to moderate; fine.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan..	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.79	29.78	29.76
Temperature	85	77	85
Humidity	74	83	58
Wind Direction	ENE	ESE	East
,, Force	1	1	3
Weather	c	b	b
Rain	—	—	—

Highest open air Temperature on 6th ... 85
Lowest open air Temperature on 6th ... 78

HONGKONG TIDE TABLE.

From 8th to 14th October.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	8	m 8 19	7 0	m 2 11	2 7
		8 23 a	6 6	2 42 a	2 3
Satur.	9	m 9 8	6 8	m 2 55	2 1
		8 51 a	7 2	3 10 a	2 6
Sun.	10	m 9 53	6 5	m 3 41	1 6
		9 24 a	7 6	3 3 a	2 9
Mon.	11	m 10 51	6 0	m 4 29	1 3
		10 1 a	7 9	4 2 a	3 3
Tues.	12	m 11 56	5 4	m 5 21	1 2
		10 41 a	8 0	4 25 a	3 7
Wed.	13	m 1 18	4 9	m 6 21	1 3
		11 27 a	7 8	4 47 a	4 1
Thurs.	14	2 58 a	4 6	m 7 35	1 6
				5 10 a	4 4

CHINA COAST METEOROLOGICAL REGISTER.

7TH OCTOBER A.M.

Station.	Hour.	Barometer Reduced to Sea Level.	Temperature.	Humidity.	Wind Direction	Wind Force.	Weather.
Vladivostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	30.16	—	—	E	1	—
Hakodate	,,	30.03	—	—	SE	3	—
Tokio	,,	29.99	—	—	NNW	1	—
Kochi	,,	29.66	—	—	SW	1	—
Nagasaki	,,	29.58	—	—	NNE	3	—
Kagoshima	,,	29.45	—	—	NE	3	—
Oshima	,,	29.48	—	—	N	4	—
Naha	,,	29.63	—	—	NNW	4	—
Ishi'jma	,,	29.72	—	—	N	1	—
Bonin Is.	,,	29.67	—	—	SSE	1	—
Chefoo	,,	—	—	—	—	—	—
Weihaiwei	,,	29.89	63	78	—	0	—
Hankow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang	,,	—	—	—	—	—	—
Changsha	,,	—	—	—	—	—	—
Shanghai	,,	29 79	68	98	NNW	1	of
Gutslaff	,,	29.75	72	—	NNW	1	om
Sharp Peak	,,	29.76	76	100	—	0	b
Amoy	9 a.	29.71	77	86	WNW	1	b
Swatow	6 a.	29.73	75	80	N	2	b
Taihoku	5 a.	29.73	68	85	SE	1	b
Taichu	,,	29.72	73	—	—	2	b
Tainan	,,	29.69	78	—	ESE	2	—
Koshun	,,	29.71	76	—	—	0	—
Pescadores	,,	29.69	77	—	NNE	4	—
Canton	6 a.	29.74	76	95	SE	2	bf
Hongkong	,,	29.73	77	83	ESE	1	b
Gap Rock	,,	29.76	—	—	ENE	3	b
Macao	,,	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Phulien	6 a.	29.74	77	96	E	2	bf
Tourane	,,	29.71	77	—	NW	4	b
Cape St. James	,,	29.72	77	—	SW	2	b
Aparri	,,	29.67	75	94	—	2	b
Dagupan	,,	29.62	71	94	SE	1	b
Manila	,,	29.67	75	98	ENE	1	b
Legaspi	,,	29.66	75	96	—	0	b
Tacloban	,,	29.68	77	96	WSW	1	c
Iloilo	,,	29.65	79	92	S	2	c
Surigao	,,	29.67	82	77	WSW	2	c
Labuan	,,	29.73	76	94	SW	4	r

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit from the level of the sea in inches, tenths and hundredths.
2 TEMPERATURE, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.
4 DIRECTION OF WIND, to two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7 RAIN in inches, t tenths and hundredths.

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A HYBRID AMERICAN MERCHANT MARINE.

"REGISTRY AND A FLUTTER OF BUNTING."

Mr. Alexander R. Smith, former Superintendent, New York Maritime Exchange, writes in the San Francisco *Chronicle*:—

Legal luminaries of the Department of Commerce and Secretary of State Lansing agree that, under the laws of the United States, foreign vessels owned by an American corporation are entitled to American registry. Such vessels are regarded as "American," even if all of the stock, save alone a few shares needed to qualify the directors of the American corporation that owns them to act as such, is owned by foreigners.

The full significance of this legal ruling of administrative officers may not be apparent to the people, at first glance. It means: That vessels built in foreign countries, of foreign materials, by foreign workmen, owned, commanded, officered and manned by foreigners, are entitled to American registry if nominal ownership is vested in an American corporation. The only thing about the vessels that would really be American would be the registry and the flag—a Federal document and a flutter of bunting. All of the material, practical constituent parts of such an "American" merchant marine would be, or at least may be, wholly foreign.

The case in point was that of an American corporation that desired to bring eleven vessels under American registry. This was refused by the Commissioner of Navigation, the officer of the Department of Commerce who issues such documents. Appeal taken to his superior officers resulted in a reversal. The Commissioner held that no American money having been invested in these foreign ships, even if they are owned by an American corporation, they are not entitled to American registry. The money in this case came from a German subject. So, when these eleven foreign ships are admitted to American registry, they will be German-owned, in fact, although owned nominally by an American corporation. The law of August 18, 1914, admits such vessels, so owned, to American registry; under proclamation issued by President Wilson pursuant to the provisions of that law, alien masters and officers may command and officer the vessels, and our laws for a long time have not required that the crews of American vessels shall be American citizens.

There is a real, Nation-wide, irrepressible demand for an American merchant marine. It is scarcely to be believed that this demand will be satisfied with such a hybrid American merchant marine as has been described—as we are actually in process of acquiring. In the possible event of war such a marine, so owned, so commanded, would be of no use whatever to the United States, because the ships would, in all probability, be unavailable for auxiliary naval and military uses.

Suppose subjects of the nation with which we were at war were the real owners of the ships, not only would they be of no use to us, but they might be turned against us and used by our enemy. The opinion just rendered would make possible such an extreme case as this: A Japanese steamship company could sell its ships to an American corporation, taking all but half a dozen shares of the stock of the American corporation in payment for the ships. The American owners of the American corporation would hold these half dozen shares in order to qualify as directors, but they would be subject to the directions of the Japanese directors. These so-called "American" ships could then be placed in control of Japanese masters, Japanese officers and Japanese crews, and sailed under the American flag. Indeed, for an American to make himself understood on board of such "American" ships, he would have to employ the services of an interpreter.

The German Kaiser is said to be heavily interested in the steamships of the North German Lloyd and of the Hamburg-American lines. He might own all but a half a dozen shares of them. And yet, he could sell the ships of both lines to an American corporation, taking as his pay the stock of the American corporation, and place German subjects on board of all of those ships as masters, officers and crews, until the last man Jack was a German; and, yet, being owned by an American corporation, the ships would be entitled to American registry, the right to fly the flag of the United States, and the protection of the Government of the United States.

While the United States is acquiring an "American" merchant marine the people ought to be told the kind of a merchant marine it is.

361 WAR STAMPS.

160 ISSUED BY ALLIES IN CONQUERED GERMAN TERRITORY.

Mr. Fred J. Melville's "Catalogue of War Stamps, 1914-15," just published by Messrs. Spriggs, Limited (6d. net), brings the record of war stamp issues up to the completion of the first year. 361 different stamps were issued in the past twelve months as a consequence, direct or indirect, of the war. Of these 98 are war charity postage stamps, 47 of which have been issued by the Allies, 44 by the enemy, and 7 by neutrals, 33 military stamps have been issued, 12 by the Allies and 21 by the enemy.

Stamps issued during the military occupation of conquered territories total to 175, nearly all of them (160) being issued by the British, French, and Japanese in the conquered German colonies. The remaining 15 were issued by the Germans for Belgium and Russian Poland.

Neutral countries have been forced to issue provisional stamps, 40 out of 46 emanating from neutrals, chiefly owing to the fact that these countries had their stamps printed in Berlin before the war and can get no further supplies.

GERMAN WOMEN IN LONDON.

ENEMY'S MALICIOUS LIES.

WILD STORIES OF MOB VIOLENCE.

The following statement was issued by the Press Bureau on Sept. 1st:—

The attention of the Home Secretary has been called to an article in the *National Zeitung*, professing to be based on a statement in the New York *Staats-zeitung*, which, in its turn, professes to be based on information from London, and which makes a series of untrue statements about the condition and treatment of German women and children in London.

This article states, for example, that these women and children are exposed to the fury of the mob whenever they venture out of doors; that they are compelled to beg in the streets; that the hatred of the English towards them pursues them even to bloodshed; that they wander about the streets of London all day and ask for charity; that the German Hospital is the only place in London where they can receive free medical treatment; that they have been prevented from buying food, etc. The author even goes to such lengths as to state:—"When the mob has a chance, it chases them like a wild animal, and the police do not interfere until, in each individual case, they receive orders to do so from their superior officers, but then it is, as a rule, too late. One must have seen a London mob to believe what it is capable of; it has consideration neither for women nor infants."

The falsity of these disgraceful statements is patent to any candid observer of the actual conditions, but it may be well to state briefly what the actual conditions are.

Every German woman who desires to return to Germany is given facilities for doing so, together with her children. Arrangements are made for assisting those who have not the means to make the journey but who none the less wish to go. Nevertheless, thousands of women of German birth have made most urgent application to the British Government to be allowed to stay! and while the general policy is one of repatriation, exceptions have been granted in suitable cases.

The allegation that German women and children are exposed to mob violence and are not given all necessary protection by the police is wholly untrue. Had any such instance occurred it must have been known to the authorities, and inquiry at Scotland Yard shows that no report of any such instance has ever been received, and no complaint relating to it has ever been made by anybody.

After the destruction by the Germans of the lives of many women and children in the *Lusitania* there was, for a short time, some rioting in certain of the poorer parts of London, and the destruction of property of some German shopkeepers. Such conduct was instantly suppressed and the wrongdoers were punished. Even at that time no instance is known of any ill-treatment of any German woman or child. Even when popular indignation was deeply stirred by the dropping of bombs upon harmless civilians in poor quarters of certain towns, and by the destruction of the lives of British women and children thereby, there has been no disposition to take personal revenge on German women and children who happened to be in the neighbourhood.

The statements with regard to the destitution of these people are equally false. No doubt, many of them have found their incomes reduced owing to their husbands' internment; this is a consequence which is regretted, but unavoidable. But it is untrue that they have fallen into destitution. A German woman who is in want has exactly the same claim upon the local guardians of the poor and receives from them the same measure of relief as an English woman in similar circumstances. No instance is known to the police of a German woman begging in the streets. It is untrue to say that the German Hospital is the only place where they can receive medical treatment; they have the same access, on the same terms, to all hospitals as the British population themselves.

The whole of the article is written without any regard to the truth, and is evidently an unscrupulous attempt to influence public opinion in neutral and hostile countries against Great Britain.

THE HUNS IN COURLAND.

PEASANTS FORCED TO WORK FOR THE INVADERS.

PETROGRAD, August 22nd.

M. Petroff, writing in the *Russkoye Slovo*, gives a terrible picture of the sufferings of the Lettish population in Courland.

Courland, he says, is very rich in roads, but with all the Lettish population streaming along the free side of Riga, the highways and byways are quite inadequate for their purposes. Men, women, and children, carts and cattle stream continuously along the roads, and the unfortunate people see behind them the German patrols operating in all directions, seizing men and cattle.

While reconnoitring the Germans seized two thousand fugitives, and at once set them to work digging trenches. They received no pay, and had to find their own food. They appointed two spokesmen to lay their grievances before a German officer. After giving their views the spokesmen were seized and shot, and the Letts were formed into companies and again driven into the fields.

COSSACKS TO THE RESCUE.

Shortly afterwards a Cossack patrol of ten men appeared where about thirty Germans were guarding workmen whose path to the trenches led through a forest. The Cossacks formed a plan to rescue the prisoners. Yelling loudly and discharging their rifles they made for the Germans, who fell back, supposing that a large force was coming up.

Profiting by the enemy's retreat the workmen with their picks and shovels rushed into the forest. By this time the German guard had returned with a whole company, and the Cossacks retreated in their turn.

After pursuing them for some distance the Germans returned to recapture the fugitives, but they had lost precious minutes, and out of a couple of thousand who fled they were able to get hold of only three hundred.

OFFICERS' CRIME.

M. Petroff relates numerous instances of German brutality to the peasants which have come under his own observation. Near J—— a detachment of Germans rested for the night on a large estate, and in the evening the German officers commenced dancing and drank themselves into a maudlin state. They wanted some music, and found an accordion.

They asked their host, a Lett, if he could play it. He replied that he could, but would not because of the treatment he had received. He was thereupon stripped, drawn up to the ceiling by a cord and unmercifully thrashed. Half dead, he still refused to play, and was then killed, his wife being dragged to a pond and held under water until she was drowned. Next morning, when sober, the officers apparently felt some compunction.

An inquiry was held by the superior officer, but, he having obtained evidence that no rifles were taken into the house, came to the conclusion that the killing of the Letts was merely the result of an ordinary quarrel, and all the German officers and men were acquitted.

M. Petroff, having given only a few of the less terrible stories, adds that he has no reason to doubt the tales of almost incredible horrors brought to him both by soldiers and responsible inhabitants. —*Central News.*

GERMAN AIMS IN THE RUSSIAN CAMPAIGN.

HOW THEY HAVE COMPLETELY FAILED.

PROFESSOR PARES ON THE POLITICAL FACTOR.

Professor Pares, who was until recently the official British representative in the Russian Armies, takes a very cheerful view of the position of our Eastern Ally. In an article published last month in the *Daily Telegraph* and *Chronicle* he says:—

For myself, who have followed the military and political position very closely, both in Russia and here, I will go so far as to say that the crisis is past.

From the time when the enemy began his great thrust in the south-west of Galicia I am quite certain that he was aiming simply at one thing; he was trying to bring Russia to separate herself from the Allies. If he could not do that he could do nothing on the Eastern side. The idea of a conquest of Russia, or of forcing peace on Russia, was always from the start ridiculous.

Russia could never be compelled to make peace; she could only be induced to desire it. For this object there was a perfectly clear programme, of which every detail soon became apparent. Of course, the Russian Army had to be beaten and driven back with as many losses as possible; above all, Russia was to be persuaded that her Western Allies could do nothing for her; Poland was to be won, and then a liberal peace was to be offered to Russia.

HOPELESS OUTLOOK.

This was the lesson of previous experience. It is not melodrama, it is clear common sense for any invader to fear a too deep advance into Russia.

The question is how you can induce the Russians to make peace, because you cannot force them to. The hopelessness of the military task is clear to every German soldier. I found when I was in Galicia that it was exactly after their crushing successes there that they for the first time showed great despondency. I remember asking an officer whom we took at Seniawa where was the spot on the map where Germany could force Russia to a decision. He answered that, of course, there was no such spot, that in this sense the war was hopeless, and he more than once spoke of it as the catastrophe for his country.

M. SAZONOFF'S DECLARATION.

This being so, Germany could only hope to act on the temper of the Russians and their rulers. And this is a subject on which the Emperor William has shown himself as ignorant as the Emperor Napoleon.

The Germans have had their successes; they have made their shot; they have failed, and they know it. The turning point in the whole process, to my mind much the most important fact of the last week, was the announcement made by M. Sazonoff to all public men and writers in Petrograd. M. Sazonoff is a very quiet man, and his simple straightforwardness is one of the greatest reasons for the immense confidence which his country places in him.

His announcement, which had not a word that could be dispensed with, amounted to this: That the German successes had been accompanied by repeated negotiations for peace, which Russia had refused unconditionally; whenever they were renewed they would be refused again.

But this meant the collapse of all that Germany has been playing for. Military success was secondary. We are approaching the time when the Russian roads will break up. The country through which the Germans will have to advance is at first a marshy plain, and later on a plateau broken with innumerable cross-gullies, in which the Grand Army of Napoleon, in spite of efforts of men and horses, left practically all its comparatively light field artillery. Motor transit, one of the glories of the advancing German army, will be useless here. It is not only the heavy guns which will have to be left behind.

M. Sazonoff's words have been clinched by the message of his Sovereign to the French people; and it is now for the enemy to ask what he can do next.

THE ANCIENT DEFENCE OF ENGLAND.

FOUNDATION OF NATIONAL SERVICE

THE FREEMAN'S PRIVILEGE.

PART I.

"The military system of the Anglo-Saxons is based upon universal service, under which is to be understood the duty of every freeman to respond in person to the summons to arms, to equip himself at his own expense, and to support himself at his own charge during the campaign."

I.—UNIVERSAL OBLIGATION TO SERVE.

With the words quoted at the head of this article Gneist, the German historian of the English Constitution, begins his account of the early military system of our ancestors. He is, of course, merely stating a matter of common knowledge to all students of Teutonic institutions. What he says of the Anglo-Saxons is equally true of the Franks, the Lombards, the Visigoths, and other kindred peoples. But it is a matter of such fundamental importance that I will venture, even at the risk of tedious repetition, to give three confirmatory quotations from English authorities.

Grose, in his "Military Antiquities," says:

By the Saxon laws every freeman of an age capable of bearing arms, and not incapacitated by any bodily infirmity, was in case of a foreign invasion, internal insurrection, or other emergency obliged to join the army.

Freeman, in his "Norman Conquest," speaks of—

"the right and duty of every free Englishman to be ready for the defence of the Commonwealth with arms befitting his own degree in the Commonwealth."

Finally, Stubbs, in his "Constitutional History," clearly states the case in the words:

"The host was originally the people in arms, the whole free population, whether landowners or dependents, their sons, servants, and tenants. Military service was a personal obligation . . . the obligation of freedom;" and again: "Every man—who was in the King's peace was liable to be summoned to the host at the King's call."

There is no ambiguity or uncertainty about these pronouncements. The Old English "fyrd," or militia, was the nation in arms. The obligation to serve was a personal one. It had no relation to the possession of land; in fact it dated back to an age in which the folk was still migratory and without a fixed territory at all. It was incumbent upon all able-bodied males between the ages of sixteen and sixty. Failure to obey the summons was punished by a heavy fine known as "fyrdwite."

There is another point of prime significance. Universal service was, it is true, an obligation. But it was more: it was the mark of freedom. Not to be summoned marked a man as a slave, a serf, or an alien. The famous "Assize of Arms" ends with the words: "Et praecepit rex quod nullus reciperetur ad sacramentum armorum nisi liber homo." A summons was a right quite as much as a duty. The English were a brave and martial race, proud of their ancestral liberty. Not to be called to defend it when it was endangered, not to be allowed to carry arms to maintain the integrity of the fatherland, was a degradation which branded a man as unfree.

II.—THE OLD ENGLISH MILITIA.

This primitive national militia was not, it must be admitted, a very efficient force. It lacked coherence and training; it was deficient both in arms and in discipline; it could not be kept together for long campaigns. The Kings, therefore, from the first supplemented it by means of a band of personal followers, a bodyguard of professional warriors, mounted, well and uniformly armed, and practised in the art of war. Nevertheless, the main defence of the country rested with the "fyrd." The Danish invasions put it to the severest test and revealed its military defects. It was one of the most notable achievements of Alfred to reorganise and reconstitute it. Thus reformed, with the support of an evergrowing body of King's thegns, it wrought great deeds in the days of Alfred, Edward, and Athelstan, and recovered for England security and peace. In the days of their weaker successors, however, all the forces that England could muster failed to keep out Sweyn and Canute, and, above all, failed to hold the field at Hastings.

The Norman Conquest might have been expected to involve the extinction of the English militia. For feudalism as developed by William I. was strongest on its military side, and William's main force was the levy of his feudal tenants. But quite the contrary happened. The Norman Monarchs and their Angevin successors were, as a matter of fact, mortally afraid of their great feudal tenants, the barons and knights through whom the Conquest had been effected. Hence, as English Kings, they assiduously maintained and fostered Anglo-Saxon institutions, and particularly the "fyrd," which they used as a counterpoise to the feudal levy. They even called upon it for Continental service and took it across the Channel to defend their French provinces. Thus in 1073 it fought for William I. in Maine; in 1094 William II. summoned it to Hastings for an expedition into Normandy: in 1102 it aided Henry I. to suppress the formidable revolt of Robert of Belesme, Earl of Shrewsbury; in 1138 it drove back the Scots at the Battle of the Standard; and in 1174 it defeated and captured William the Lion at Alnwick. So valuable, indeed, did it prove to be that Henry II. resolved to place it upon a permanent footing and clearly to define its position. With that view he issued in 1181 his "Assize of Arms."

III.—MEDIÆVAL REGULATIONS.

Into the details of the "Assize of Arms" it is unnecessary here to enter. Are they not written in every advanced text-book of English history? Three things, however, are to be noted. First, that the duty and privilege of military service are still bound up with freedom; no unfree man is to be admitted to the oath of arms. Secondly, that upon freemen the obligation is still universal: "all burgesses and the whole community of freemen (tota communa liberorum hominum) are to provide themselves with doublets, iron skullcaps, and lance." Thirdly, that, closely as freedom had during the centuries of feudalism become associated with tenancy of land, the national militia had not been involved in feudal meshes: the obligation of service remained still personal, not territorial.

In 1205, John, fearing an invasion of the Kingdom, called to arms all the militia sworn and equipped under the Assize, *i.e.*, all the freemen of the realm. Short shrift was to be given to any who disobeyed the summons: "Jui vero ad summonitionem non venerit habeatur pro capitali inimico domini regis et regni." (He who does not come shall be regarded as a capital enemy of the King and Kingdom.) The penalty was to be the peculiarly appropriate one of reduction to perpetual servitude. The disobedient and disloyal subject would *ipso facto* divest himself of the distinguishing mark of his freedom.

Henry III. in 1223 and 1231 made similar levies. In 1252, in a notable writ for enforcing Watch and Ward and the Assize of Arms, he extended the obligation of service to villans and lowered the age limit to fifteen. Edward I. reaffirmed these new departures in his well-known Statute of Winchester (1285), in which it is enacted the "every man have in his house harness for to keep the peace after the ancient assize, that is to say, every man between fifteen years of age and sixty years." Further, he enlarged the armoury of the militiaman by including among his weapons the axe and the bow.

The long, aggressive wars of Edward I in Wales and Scotland, and the still longer struggles of the Fourteenth Century in France, could not, of course, be waged by means of the national militia. Even the feudal levy was unsuited to their requirements. They were waged mainly by means of hired professional armies. Parliament—a new factor in the Constitution—took pains in these circumstances to limit by statute the liabilities of the old national forces. An Act of 1328 decreed that no one should be compelled to go beyond the bounds of his own country, except when necessity or a sudden irruption of foreign foes into the realm required it. Another Act, 1352, provided that the militia should not be compelled to go beyond the realm in any circumstances whatsoever without the consent of Parliament. Both these Acts were confirmed by Henry IV. in 1402. But the old obligation of universal service for home defence remained intact. It was, in fact, enforced by Edward IV. in 1464, when, on his own authority, he ordered the Sheriffs to proclaim that "every man from sixteen to sixty be well and defensibly arrayed and . . . be ready to attend on his Highness upon a day's warning in resistance of his enemies and rebels and the defence of this his realm." This notable incident carries us to the end of the Middle Ages, and shows us the Old English principle in vigorous operation.

PART II.

IV.—TUDOR AND STUART DEVELOPMENTS.

The Wars of the Roses, so fatal to the feudal nobility, left the national militia the only organised force in the country. The Tudor period, it is true, saw the faint foreshadowing of a Regular Army in Henry VII.'s Yeomen of the Guard, and the nucleus of a Volunteer Force in the Honourable Artillery Company, established in London under Henry VIII. But these at the time had little military importance, and England remained dependent for her defence throughout the Fifteenth Century, that age of unprecedented prosperity and glory, upon her militant manhood. Hence the Tudor Monarchs paid great attention to the maintenance and equipment of the militia. The practice (which had grown up in the later Middle Ages) of limiting the normal call to arms to a certain quota of men from each country was revived. If the required numbers were not forthcoming compulsion was employed. Statutes were passed making discipline more rigid. Lords Lieutenant were instituted to take over the command, with added powers, from the Sheriffs. An important Mustering Statute (1557) was enacted, graduating afresh the universal liability to service, and making new provision for weapons and organisation. William Harrison, writing in 1587, said:

As for able men for service, thanked be God! we are not without good store; for by the musters taken 1574-5 our numbers amounted to 1,172,674, and yet were they not so narrowly taken but that a third part of this like multitude was left unbilled and uncalled.

This from a population estimated at less than six million all told! Such was the host on which England relied for safety in 1588, if by chance the galleons of Spain should elude the vigilance of Drake and should land Parma's hordes upon our shores. Well might the country feel at ease behind such a Fleet and with such a virile race of men to second it.

The Stuarts did not take kindly to the English militia. It was too democratic, too free. James I., in the very first year of his reign, conferred upon its members the seductive but fatal gift of exemption from the burden of providing their own weapons. As he himself took care not to provide them too profusely, the force speedily lost both in efficiency and independence. The Civil War hopelessly divided it, as it did the nation, into hostile factions. The Royalist section was ultimately crushed, while the Parliamentary section was gradually absorbed into that first great standing army which this country ever knew, the New Model of 1645. For fifteen years the people groaned under the dominance of this arbitrary, conscientious, and very expensive force.

Then, in 1660, came the Restoration and with it the disbanding of the New Model and the re-establishment of the militia. The country went wild with joy at the recovery of its freedom. Charles II., however, was bent on securing for his own despotic purposes a standing army. Hence he obtained permission from Parliament to have a permanent body guard, and he gradually increased its numbers until he had some 6,000 troops regularly under his command. James II. increased them to 15,000, and by their means tried to overthrow the religion and the liberties of the nation. He was defeated and driven out; but his effort to establish a military despotism made the name of "standing army" stink in the nostrils of the nation. "It is indeed impossible," said one of the leading statesmen of the early Eighteenth Century, "that the liberties of the people can be preserved in any country where a numerous standing army is kept up." The national militia continued, as of old, to stand for freedom and self-government.

The voluntarily enlisted standing army was regarded as the engine and emblem of tyranny.

V.—THE LAST TWO CENTURIES.

The Eighteenth Century saw a constant struggle on the part of constitutionalists to get rid of the standing army altogether. Army Acts were limited in their operation to a year at a time, and were passed under incessant protest. Grants to maintain the Army were similarly restricted. Every interval of peace witnessed the rapid reductions of the Regular forces. But the times were adverse. Wars were frequent, and on an ever-increasing scale of magnitude and duration. The standing army had to be maintained and, indeed, steadily enlarged.

But the militia for home defence was never allowed to become extinct, and it enjoyed an immense popularity. In 1757 it was carefully reorganised by statute. The number of men to be raised was settled, and each district was compelled to provide a certain proportion. The selection was to be made by ballot, to the complete exclusion of the voluntary principle. During the Napoleonic war, when invasion seemed imminent, the militia was several times called out and embodied. In 1806 the principle of universal obligation on which it was based was clearly stated by Castlereagh in the House of Commons. He spoke of "the undoubted prerogative of the Crown to call upon the services of all liege subjects in case of invasion."

At the moment when he spoke, however, the imminent fear of invasion had been removed—removed, indeed, for a century—by Nelson's crowning victory in Trafalgar. From that time forward the military forces of the Crown were required not so much for the defence of the United Kingdom itself as for the provision of garrisons for the vast Empire which had grown up during the Eighteenth Century. These imperial garrisons had necessarily to be drawn from professional troops voluntarily enlisted. Thus the militia declined. An attempt was made in 1852 to revive it, and again the underlying principle of compulsion was explicitly recognised. The Militia Act of that year contains the provision:

"In case it appears to H.M.——that the number of men required . . . cannot be raised by voluntary enlistment . . . or in case of actual invasion or imminent danger thereof, it shall be lawful for H.M.—— to order and direct that this the number of men so required . . . shall be raised by ballot as herein provided."

The effort at revival was unfortunately vain, and when in 1859 international trouble again seemed to be brewing, instead of appealing once more to the immemorial defence of the country, the Government weakly and with most deplorable result allowed the formation of a new body, the volunteers—a body whose patriotism was noble, whose intentions were admirable, but whose inefficiency became and remained a byeword. The militia continued ingloriously, mainly as a nursery for the Regular Army.

Finally, in 1908, Mr. (now Lord) Haldane absorbed both volunteers and militia into the new Territorial and Reserve Forces, the militia becoming a Special Reserve. It is much to be regretted that the Act of 1908 did not expressly reaffirm the continued validity of the compulsory principle of service which from the earliest times has been the basis of the militia. But, though it did not expressly reaffirm it it left it absolutely unimpaired and intact. Said Mr. Haldane himself in the House of Commons on April 13th, 1910: "The Militia Ballot Acts and the Acts relating to the local militia are still unrepealed, and could be enforced if necessary."

VI.—CONCLUSION.

Such is the condition of things at the present time. The principle of compulsory military service, obligatory upon every able-bodied male between the ages of sixteen and sixty, is still the fundamental principle of the English Law, both Common Law and Statute Law. It has been obscured by the pernicious voluntary principle, which, in the much-abused name of Liberty, has shifted a universal duty upon the shoulders of the patriotic few. But it has never been revoked or repudiated.

It is not National Service, but the Voluntary System, that is un-English and unhistoric. The Territorial Army dates from 1908; the Volunteers from 1859; the Regular Army itself only from 1645. But for a millennium before the oldest of them the ancient defence of England was the Nation in Arms. When will it be so again?

(By Professor F J. C. Hearnshaw in *Morning Post*.)

FORTHCOMING EVENTS.

Saturday, 9th Oct.:—

12.30 p.m.—Dairy Farm Co., Ltd., Meeting of Shareholders.

9 p.m.—Promenade Concert by Hongkong Police Reserve Band at Botanical Gardens.

Monday, 11th Oct.:—

Bank Holiday.

Thursday, 14th Oct.:—

5.15 p.m.—Hongkong Club, Extraordinary General Meeting.

SHIPPING IN PORT.

STEAMERS.

CHANGCHOW, British str., 1,207, Morse, 1st October—Swatow 30th September, General.—Butterfield & Swire.

CHOSEN MARU, Japanese str., 1,159, Yamana, 30th September—Moji 24th September, Coal.—Osaka Shosen Kaisha.

CHUN SANG, British str., 1,418, C. J. Mattock, 1st October—Java 21st Sept., Sugar—Jardine, Matheson & Co.

DAGFIN, Norwegian str., 897, A. F. Salvesen 1st October—Nansa Bay 20th September, Salt—Thoresen & Co.

HANOI, French str., 729, Morvan, October 4th—Haiphong October 1st, General.—A. R. Marty.

HAICHING, British str., 1,267, J. S. Thomson, 6th October—Foochow 3rd October, General.—Douglas Lapraik & Co.

KAIJO MARU, Japanese str., K. Murakami, 6th October—Tamsui 4th October, General.—Osaka Shosen Kaisha.

HSINCHANG, Chinese str., W. Monro, 5th October—Tientsin 28th September, General.—Order.

KAWACHI MARU, Japanese str., 3,829, Kurozumi, 6th October—Singapore 30th September, General.—Nippon Yusen Kaisha.

LOONGSANG, British str., 1,093, Leash, 5th October—Manila 4th October, General.—Jardine, Matheson & Co.

MANILA MARU, Japanese str., 6,031, Kobayashi, 5th October—Yokohama 21st September, General and Coal.—Osaka Shosen Kaisha.

MATSURA MARU, Japanese str., 1,943, Suda, 1st October—Wakamatsu 25th September, Coal.—Mitsui Bussan Kaisha.

NAMSANG, British str., 2,591, H. E. Gilroy, 6th October—Singapore 30th September, General.—Jardine, Matheson & Co.

QUARTA, British str., 4,000, G. Horku, 6th October—Bangkok 26th September, Rice.—Butterfield & Swire.

SHINON, British str., 1,320, Wm. Sangster, October 4th—Saigon September 29th Rice.—Order.

SHINYO MARU, Japanese str., 6,362, W. C. T. S. Filmer, 5th October—San Francisco 4th September, General.—Toyo Kisen Kaisha.

TACOMA MARU, Japanese str., 3,466, Hawasa, 1st October—Manila 28th September, General.—Osaka Shosen Kaisha.

TAMON MARU, Japanese str., 1,828, Y. Fujita, 27th September—Miike 22nd September, Coal.—Mitsui Bussan Kaisha.

TELEMACHUS, British str., 1,350, Arthur Fraser, October 3rd—Saigon September 26th, General and Rice.—Order.

TJIBODAS, Dutch str., 2,953, E. H. Kroes, 5th October—Balik Papan 27th September, General and Sugar.—Java-China-Japan Lijn.

TONGHONG, British str., 1,313, F. J. Prynn, 6th October—Saigon 2nd October, General.—Order.

UNKAI MARU, Japanese str., 1,988, G. Kamasaki, October 4th—Wakamatsu September 28th, Coal.—Mitsui Bussan Kaisha.

WAKASA MARU, Japanese str., 3,389, Ikuno, 6th October—Moji 1st October, General.—Nippon Yusen Kaisha.

WAISHING, British str., 1,171, M. Picknell, 29th September—Bangkok 23rd September, Rice and General.—Jardine, Matheson & Co.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 13th Oct., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Oct. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 6th October, 1915. |1059

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ARRIVALS.

HAIYANG, British str., 1,362, A. E. Hodgins, 7th October—Saigon 3rd October, Rice and General.—Order.
KAZEMBE, British str., 2,953, J. W. Anderson, 6th October—Manila 4th October, General.—Shewan, Tomes & Co.
TJILIWONG, Dutch str., 3,061, A. Oldenburger, 6th October—Moji 30th September, General. — Java-China-Japan Lijn.
YABIKO MARU, Japanese 1,631, Y. Noda, 6th October—Miike 29th September, Coal.—Mitsui Bussan Kaisha.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
October 7th.

KAWACHI MARU, Jap. str., for Shanghai.
SINKIANG, British str., for Shanghai.

DEPARTURES.

October 7th.

CHOYSANG, British str., for Shanghai.
JADE, French str., from Canton.
MATSURA MARU, Jap. str., for Tayeh.
MIYAZAKI MARU, Jap. str., for London.
NORE, British str., for Singapore.
ROBERT DOLLAR, Brit. str., for Vancouver
TALTHYBIUS, British str., for Manila.
TAKSANG, British str., for Hoihow.
UNKAI MARU, Jap. str., for Tayeh.

VESSELS EXPECTED.

The str. *Persia* sailed from Nagasaki on the 5th, making her due to arrive at this port to-day.

MERCHANT STEAMER.

The silk despatched hence per str. *Chiyo Maru* on the 24th August was delivered in New York on the 25th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooksang, from Moji, is due in Hongkong to-day.
Mausang, from Sandakan, is due in Hongkong on 10th October.
Ontang, from Stagen, is due in Hongkong on 11th October.
Kutsang, from Calcutta, is due in Hongkong on 15th October.

SHIRE LINE, LIMITED.

Monmouthshire, from Japan, is due in Hongkong on 15th October.
Shintsu Maru, from Manila, is due in Hongkong on 16th October.

VESSELS ON THE BERTH

S.S. "SHINTSU MARU,"
FOR VANCOUVER AND SEATTLE.

This steamer will be despatched for the above ports about the 17th October.

For Freight and particulars apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 30th September, 1915. [1038

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THE Steamship
"MALTA."
Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about the 22nd October, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "KHYBER," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "PERSIA." due in London about the 4th Dec., 1915.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 8th October, 1915. [1

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, VIA PANAMA CANAL.
S.S. "SAINT BEDE,"
on or about 26th October.
For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.
Hongkong, 30th September, 1915.

THE BANK LINE, LTD.

FOR SAN FRANCISCO.

THE Steamship
"INVERIC,"
Captain A. Wallace, 4,789 tons, will be despatched as above on WEDNESDAY 10th November.
For Freight and further particulars, apply to
THE BANK LINE, LTD.,
Managing Agents.
Hongkong, 22nd September, 1915. [1009

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA ONLY.

THE Steamship
"GLENGYLE,"
Captain R. Webster, will be despatched for the above port on or about the 30th Nov., 1915
For freight, passage and further information, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th October, 1915 [1051

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & GLASGOW...	CITY OF HANKOW	Brit. str.	—	...	THE BANK LINE, LIMITED	On 14th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
LONDON	MERIONETHSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	Middle of Oct.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R.	P. & O. S. N. Co	About 5th Nov.
MARSEILLES VIA PORTS	PAUL LECAT	Fren. str.	—	...	MESSAGERIES MARITIMES	On 16th inst., at 5 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
GENOA & LONDON	CARNARVONSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	About Middle of Nvo.
GENOA	GLENGYLE	Brit. str.	—	...	SHEWAN, TOMES & Co.	About 30th inst.
VICTORIA&TACOMA VIA MANILA,S'HAI, K'LUNG,&C	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 12th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NEW YORK VIA SUEZ CANAL	SAINT BEDE	Brit. str.	—	...	DODWELL & Co., LTD	About 26th inst.
VANCOUVER & SEATTLE	SHINTSU MARU	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	About 17th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 12th inst., at Noon.
SAN FRANCISCO	INVERIC	Brit. str.	—	A. Wallace	THE BANK LINE, LIMITED	On 10th Nov.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 14th Dec., at 10.30 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHIYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 10th Nov., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c	GUJARAT	Brit. str.	—	...	THE BANK LINE, LIMITED	On 3rd Nov.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 17th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 13th Nov.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 15th inst., at 10 A.M.
JAPAN	TJIBODAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 12th inst.
TIENTSIN, WEIHAIWEI & CHEFOO	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 12th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	V. CIOTAT	Fren. str.	—	...	MESSAGERIES MARITIMES	To-day, at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	Kurozumi	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	TJIKEMBANG	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	To-morrow.
SHANGHAI	LUCHOW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 10th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R.	P. & O. S. N. Co	About 10th inst.
SHANGHAI MOJI & KOBE	NAMSANG	Brit. str.	—	Gilory	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 14th inst. at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	KATORI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 19th inst., at 10 A.M
SHANGHAI, KOBE & MOJI	DUNERA	Brit. str.	—	Munro	DAVID SASSOON & Co., LD.	On 25th inst.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 10th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	J. S Thomson	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 12th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A H. Stewart	DOUGLAS, LAPRAIK & Co.	On 15th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
MANILA, & CEBU ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LD.	On 16th inst., at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	WAKASA MARU	Jap. str.	—	Itsuno	NIPPON YUSEN KAISHA	To-day.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	UME MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 12th inst., at 7 A.M.
SINGAPORE	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Jap. str.	—	T. A.Mitchell	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & Co., LTD.	On 12th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	S. Fujita	NIPPON YUSEN KAISHA	On 16th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILIWONG	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	To-day.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 25th Jan.
HAIPHONG VIA HOIHOW	DAIGI MARU	Jap. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	On 10th inst., at 10 A.M.
SANDAKAN	MAUSANG	Jap. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 19th inst., at Noon.
HOIHOW, & PAKHOI HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	On 10th inst., at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
†SHANGHAI, MOJI and KOBE	"NAMSANG"	Saturday, 9th Oct., Noon.
SINGAPORE	"CHUNSANG"	Saturday, 9th Oct., 3 P.M.
* MANILA	"LOONGSANG"	Saturday, 9th Oct., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 11th Oct., 3 P.M.
*TIENTSIN, WEIHAIWEI & CHEFOO	"CHEONGSHING"	Tuesday, 12th Oct., D'light.
† SHANGHAI	"KWONGSANG"	Thursday, 14th Oct., D'light.
* MANILA	"YUENSANG"	Saturday, 16th Oct., 3 P.M.
‡ SANDAKAN	"MAUSANG"	Tuesday, 19th Oct., Noon.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning v a Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.
Hongkong, 8th October, 1915, GENERAL MANAGERS [6.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS
Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

LONDON ... "MERIONETHSHIRE" ... Middle of October.
GENOA & LONDON ... "CARNARVONSHIRE" ... About Middle of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Telephone No. 215 Sub. Ex. 10 AGENTS
Hongkong, 5th October, 1915. 24

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 3rd November. Connecting with "GUJARAT" FROM COLOMBO: 18th November.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

S.S. "SALAMIS" ... ... From Hongkong: 25th Jan., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to
THE BANK LINE, LIMITED,
211 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & GLASGOW...	... "CITY OF HANKOW" ...	On 14th Oct.

Subject to change without notice.

For rates of freight and further information apply to
THE BANK LINE, LTD.,
GENERAL AGENTS.
Hongkong, 22nd September, 1915 [942

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

NOW IN PREPARATION.

THE DIRECTORY AND CHRONICLE 1916.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to coöperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so, if possible, not later than the end of this month.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:—

CHINA.

Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitsiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Samshui.
Antung.	Hankow	Kongmoon.
Manchurian Trade C'tres.	Yochow.	Nanning.
	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchauwan.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangchow.	Hoihow.
Chefoo.	Ningpo.	Lungchow.
Weihaiwei.	Wenchow.	Mengtze.
Tsinanfu.	Santu.	Hokow.
Mukden.	Foochow.	Szemao.
Shanghai.	Amoy.	Tengyueh.
Swatow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostock. Nicolojevsk.

CHOSEN.

Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Chinnampo.
Kunsan.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Hanoi.	Annam.	Tourane.
Haiphong.	Hué.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

PHILIPPINES.

Manila.	Iloilo.	Cebu.

BORNEO.

Sarawak.	Labuan.
Brunei.	British North Borneo.

BANGKOK.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.

Singapore, Penang, Malacca, Prov. Wellesley.

STRAITS SETTLEMENTS.

NETHERLANDS INDIA.

Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.

East Coast of Sumatra.

NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS of the larger Commercial Centres.

The
ALPHABETICAL LIST of RESIDENTS of the last half century in the Far East contains the names of over
20,000 FOREIGNERS,
arranged, with the Initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY, though condensed in every possible manner, contains every year more pages.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOVARA Capt. H.R. Hetherington, R.N.R.	About 10th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE NAGOYA and YOKOHAMA	Capt. A. B. Garwood, R.N.R.	About 20th Oct.	Freight and Passage.
LONDON and BOMBAY VIA USUAL PORTS OF CALL	MALTA Capt. C. C. Talbot, R.N.R.	About 22nd Oct.	See Special Advertisement
LONDON and BOMBAY VIA USUAL PORTS OF CALL	NOVARA Capt. H. R. Hetherington R.N.R.	About 5th Nov.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without Notice.

For Further Particulars apply to —

E. A. HEWETT.
Superintendent. [1

Hongkong, 8th October, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 10th Oct., D'light.
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG"	On 10th Oct., 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 12th Oct., 4 P.M.
SHANGHAI	"YINGCHOW"	On 12th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 9th Oct., 4 P.M.

DIRECT SAILINGS TOWEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th October, 1915. TELEPHONE 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIPS	CAPTAIN		LEAVING
"HAICHING"	Capt. J. S. Thomson	FRIDAY,	8th Oct., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY.	12th Oct., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY,	15th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co., GENERAL MANAGERS. 3

Hongkong, 6th October, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "DUNERA," 5,389 tons, Capt. Munro, will be despatched for SHANGHAI, KOBE and MOJI on 25th October.

WESTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 12th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to DAVID SASSOON & CO., LTD., AGENTS. 29

Hongkong, 25th September, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	8th Oct.,	On 17th Oct., 11 A.M.
EASTERN	29th Oct.,	On 2nd Nov., 11 A.M.
ALDENHAM		On 22nd Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots	TUES., 12th Oct.
DAIREN MARU	8,000 - 15 knots	MON., 1st Nov.
• PERSIA	9,000 — 17 knots	WED'DAY, 3rd Nov.
CHIYO MARU	22,000—21 knots	TUES., 9th Nov.
TENYO MARU	22,000—21 knots	TUES., 30th Nov.
• NIPPON MARU	11,000 — 18 knots	TUESDAY, 14th Dec.

• Via MANILA, Omitting Shanghai.
Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—15 knots	Wed'day, 10th Nov.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT, King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

	STEAMER	To Sail
FOR SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	V. CIOTAT	On 8th Oct, at 5 P.M.

HOMEWARD

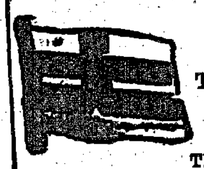
MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	PAUL LECAT	On 16th Oct., at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135, TO YOKOHAMA $150.

For further particulars apply to P. THOMAS, AGENT, QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"TACOMA MARU"	T Hamada	TUESDAY, 12th Oct., at 3 P.M.
"MANILA MARU"		TUESDAY, 12th Oct., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"UME MARU"		TUESDAY, 12th Oct., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami	SUNDAY, 10th Oct. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY, 13th Oct., at 10 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	SUNDAY, 10th Oct., at 10 A.M.

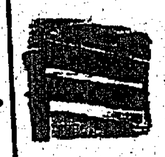
These Steamers on Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to H. YAMAUCHI, MANAGER, Second Floor, No. 1, Queen's Building

114

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KITANO MARU Capt. F. E Cope	16,000	THURSDAY, 21st Oct., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§ SADO MARU Capt. Asakawa	12,500	TUESDAY, 19th Oct., at Noon.
	§ AWA MARU Capt. T. Hori	12,500	TUESDAY, 2nd Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ NIKKO MARU Capt. Takeda,	9,000	FRIDAY, 15th Oct., at 4 P.M
	§ HITACHI MARU Capt. T. Sato,	13,500	TUESDAY, 16th Nov., at 4 P.M
CALCUTTA VIA SINGAPORE PENANG and RANGOON	CEYLON MARU Capt. S. Fujita	12,500	SATURDAY. 16th Oct.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	WAKASA MARU Capt. Itsuno	12,500	FRIDAY, 8th Oct.
SHANGHAI, MOJI and KOBE			
SHANGHAI, KOBE and YOKOHAMA	KATORI MARU Capt. B. Koh	21,000	TUESDAY, 19th Oct., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	§ HITACHI MARU Capt. Tominaga,	13,500	FRIDAY, 15th Oct., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAWACHI MARU Capt. Kurozumi	12,500	FRIDAY, 8th Oct

§ Wireless Telegraphy. * Not Calling at Keelung.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen	550
" "	"	Return	"	900.	" "	"	Return	"	825
" "	2nd	Single	"	400.	" "	2nd	Single	"	360
" "	"	Return	"	605.	" "	"	Return	"	550

To London, Southampton, Liverpool via New York £60.13.0
" " " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, 1st Single £35.
" " " " 1st Return £37.10.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $135
" " 2nd " $90. " " 2nd " $83

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941. 5

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
		about	about			
Sept. 26	NORE	Oct. 3	Oct. 7	†MOLDAVIA	Nov. 6	Nov. 13
Oct. 9	MALTA	Oct. 17	Oct. 22	†KHYBER	Nov. 20	Nov. 27
Oct. 23	NOVARA	Oct. 31	Nov. 5	†MEDINA	Dec. 4	Dec. 11
Nov. 8	NELLORE	Nov. 15	Nov. 19	MONGOLIA	Dec. 18 1916	Dec. 25 1916
Nov. 20	SARDINIA	Nov. 29	Dec. 4	MALWA	Jan. 1	Jan. 8
Dec. 6	NANKIN	Dec. 13	Dec. 17 1916	MOOLTAN	Jan. 15	Jan. 22
Dec. 20 1916	MALTA	Dec. 27 1916	Jan. 1	NORE	Jan. 29	Feb. 5
Jan. 1	NOVARA	Jan. 10	Jan. 14	MALOJA	Feb. 12	Feb. 19

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

					LONDON		
1st Saloon	"A"	Accommodation	Single	£74.	Return	£111
	"B"	"	"	£68.	"	£102.
2nd Saloon	"A"	"	"	£52.	"	£78
	"B"	"	"	£48.	"	£72.
					MARSEILLES	
1st Saloon	"A"	Accommodation	Single	£70	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS.	Leave Y'HAMA.	Leave SHANGHA	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due LONDON
	about	about	about	about	about	about
NORE			Oct. 7	Oct. 14	Nov. 9	Nov. 16 1916.
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22 19.6	Dec. 28 1916	Jan. 27	Feb 3
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £58 Single £87 Return, 2nd Saloon £42 Single: £63 Return.
FARES TO MARSEILLES:
1st Saloon £54 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to— E. A. HEWETT, SUPERINTENDENT

22

POST OFFICE NOTICE

Monday, the 11th October being a Public Holiday, the Post Office will be open from 8 to 9 a.m.

There will be one delivery of ordinary correspondence and one collection of Letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Date
Europe (London 12th Sept., via Siberia)	*Yingchow*	8th Oct.
America	*Persia*	8th Oct.
Europe (English Mail)	*Novara*	9th Oct.
Europe (London 9th Sept., via Siberia)...	*Chenan*	9th Oct.

OUTWARD MAILS.

For	Per	Date
Straits India and Bombay	*Wakasa Maru*	Friday, 8th, 9.00 A.M.
Saigon	*Chosen Maru*	Friday, 8th, 11.00 A.M.
Hoihow, Pakhoi and Haiphong	*Hanoi*	Friday, 8th, 11.00 A.M.
Macassar, Samarang, and Sourabaya	*Tjiliwong*	Friday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	*Haiching*	Friday, 8th, Noon
Amoy	*Chusan*	Friday, 8th, 2.00 P.M.
Straits	*Chunsang*	Friday, 8th, 2.00 P.M.
Shanghai and North China	*Kintuck*	Friday, 8th, 3.00 P.M.
Shanghai, North China, Japan via Kobe (EUROPE via SIBERIA) Shanghai Brit. P.O. Tuesday, 12th Oct.	*Ville de la Ciotat*	Friday, 8th, Registration ... 3.15 P.M. Letters ... 4.00 P.M.
Shanghai, North China, & Japan via Kobe	*Namsang*	Friday, 8th, 5.00 P.M.
Hoihow and Bangkok	*Waishing*	Friday, 8th, 5.00 P.M.
Shanghai and North China	*Tjikembang*	Saturday, 9th, 10.00 A.M.
Philippine Islands	*Loongsang*	Saturday, 9th, 2.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) (Shanghai British P.O. Wed'day, 13th Oct.)	*Luchow*	Saturday, 9th, Registration... 4.15 P.M. Letters 5.00 P.M.
Swatow, Amoy and Formosa via Tamsui	*Kaijo Maru*	Sunday, 10th, 9.00 A.M.
Saigon	*Telemachus*	Sunday, 10th, 9.00 A.M.
Hoihow, Pakhoi and Haiphong...	*Kaifong*	Sunday, 10th, 9.00 A.M.
Swatow, Hoihow and Haiphong	*Daigi Maru*	Sunday, 10th, 9.00 A.M.
Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via San Francisco and United Kingdom via Canada (EUROPE via SIBERIA) [Shanghai Brit. P.O. Saturday, the 16th Oct.]	*Shinyo Maru*	Tuesday, 12th, Registration ... 10.15 A.M. Letters ... 11.00 A.M.
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 12th, Noon
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Tacoma, United Kingdom via Canada	*Tacoma Maru*	Tuesday, 12th. Registration...12.15 P.M. Letters ... 1.00 P.M.
Philippine Islands, Formosa via Keelung, Japan via Nagasaki, Victoria, B.C., Tacoma and United Kingdom via Canada	*Manila Maru*	Tuesday, 12th, Registration ... 12.15 P.M. Letters... 1.00 P.M.
Batavia, Semarang, Soerabaya, and Port Moresby (via Batavia)	*Tjitaroom*	Tuesday, 12th, 1.00 P.M.
Straits and India via Calcutta	*Booksang*	Tuesday, 12th, 2.00 P.M.
Philippine Islands	*Taming*	Tuesday, 12th, 3.00 P.M.
Shanghai and North China (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 16th Oct.)	*Yingchow*	Tuesday, 12th, Registration ... 2.15 P.M. Letters 3.00 P.M.
Swatow, Amoy, Formosa via Anping & Takao	*Soshu Maru*	Wednesday, 13th, 9.00 A.M.
Swatow, Amoy and Foochow	*Haimun*	Friday, 15th, Noon
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE	*Paul Lecat*	Saturday, 16th, Registration 3.15 P.M. Letters 4.00 P.M.
Australia, Tasmania, New Zealand via Port Darwin, New Guinea via Thursday Island	*Empire*	Saturday, 16th, Registration ... 5.00 P.M. Sunday, 17th, Letters 9.00 A.M.
Philippine Islands	*Chinhua*	Tuesday, 19th, 3.00 P.M.
		—: NOVEMBER :—
Philippine Islands, Australia, New Zealand, Tasmania via Port Darwin and New Guinea via Thursday Island	*Changsha*	Wednesday, 17th, Registration ... 10.15 A.M. Letters ... 11.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	6.00 P.M.
Namtau and Sanmei	6.00 P.M.	6.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheung wan Western Branch P.O.

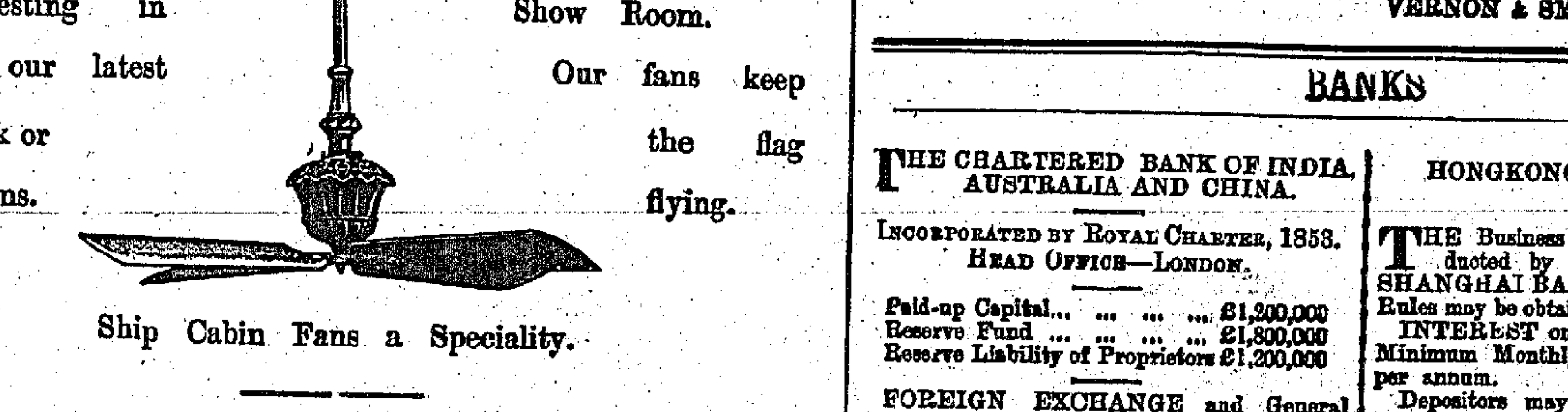
For	On Week-days	On Sundays & Holidays
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmun	6.30 P.M.	6.30 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

FANS! FANS!! FANS!!!

KEEP COOL.

It can be done by investing in one of our latest type desk or ceiling fans.

Call at our Show Room. Our fans keep the flag flying.



Ship Cabin Fans a Speciality.

WM. C. JACK & CO., LTD.,

14, Des Vœux Road Central,

ELECTRICAL ENGINEERS.

Telegraphic Address: "MARINEWORK." Telephone 338

[32

COMMERCIAL.

CLOSING QUOTATIONS.

October 7th.

On London:—
- Telegraphic Transfer ... 1/9⅝
- Bank Bills, on demand ... 1/9⅝
- Bank Bills, at 30 days' sight ... 1/9⅝
- Bank Bills, at 4 months' sight ... 1/10
- Credits, at 4 months' sight ... 1/10⅛
- Documentary Bills 4 months' sight 1/10⅜

On Paris:—
- Bank Bills, on demand ... 248
- Credits, at 4 months' sight ... 258½

On Germany:—
- On demand ... nom.

On New York:—
- Bank Bills, on demand ... 42⅞
- Credits, at 60 days' sight ... nom.

On Bombay:—
- Telegraphic Transfer ... nom.
- Bank, on demands ... 136¼

On Calcutta:—
- Telegraphic Transfer ... nom.
- Bank, on demand ... 136¼

On Shanghai—
- Bank, at sight ... 77
- Private, 30 days' sight ... nom.

On Yokohama:—On demand ... 86⅞

On Manila:—On demand—Pesos—84 nom.

On Singapore:—On demand ... 77¼

On Batavia:—On demand ... 107⅜

On Haiphong:—On demand ... 7½% p.m.

On Saigon:—On demand ... 7½% p.m.

On Bangkok:—On demand ... 85⅜

Sovereigns, Bank's Buying Rate ... $11.10 n.

Gold Leaf, 100 fine, per tael ... 59.6)

Bar Silver, per oz. ... 23⅝d.

ON SALE.

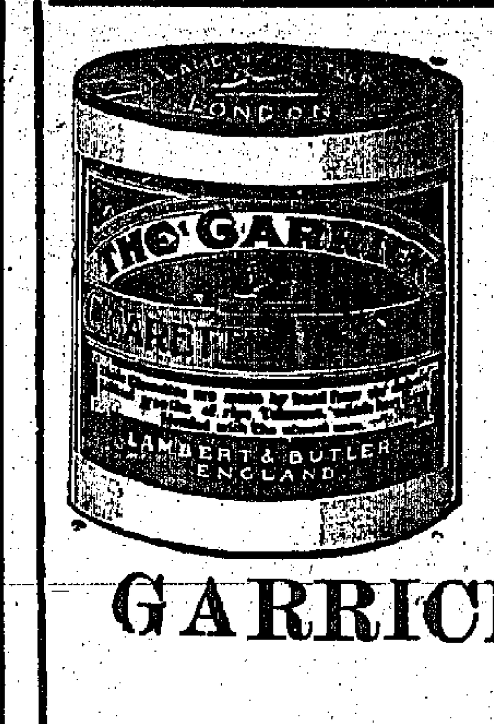
HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.

Revised by the Members.

PRICE ... $5.

Daily Press Office.

Hongkong, 26th February, 1915.



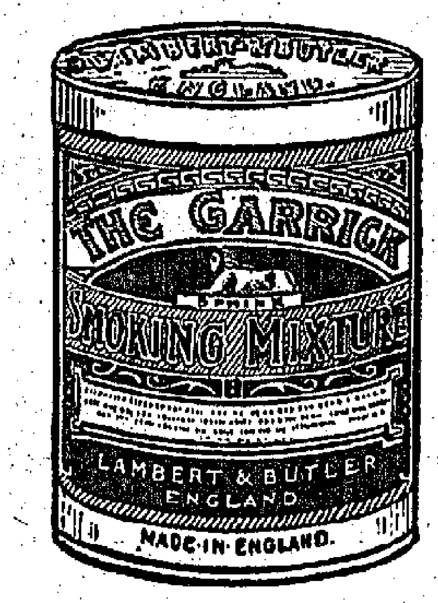
GARRICK CIGARETTES.

They are always the same, always good and always enjoyed by smokers of Virginia Cigarettes.

GARRICK SMOKING MIXTURE.

It is a Cool and Refreshing Smoke.

$1.25 for ¼ lb. airtight tin.



$1.25 for ¼ lb. airtight tin.

SHARE LIST.—QUOTATIONS.

Hongkong, 7th October, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on Basis of Last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	{$827½, buyers / L'don	6½ p.c.
China Borneo Company, Limited	60,000	$12	all	$10½, buyers	
China Light and Power Company, Ld.	50,000 / 50,000	$5 / $1	all / all	$4.40, sales	8½ p.c.
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$10, sales	7½ p.c.
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ld.	40,000	Tls. 50	all	T. 94, buyers	
Kung Yik Cotton S. & W. Co., Ld.	100,000	Tls. 10	all	T. 15.65,65 buy.	
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	all	Tls. 90	8½ p.c.
Lao Kung Mow Cotton S. & W. Co., Ld	8,000	Tls. 100	all	Tls. 90½	
Soeychee Cotton S. & W. Co., Ld.	20,000	Tls. 50	all	Tls. 49	
Ewo Cotton Spin'g. & Weaving Co. Ld	20,000	Tls. 50	all	Tls. 171, buyer	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$9½, sales	
Dairy Farm Company, Limited	40,000	$7½	$6	$34, sellers	4½ p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$79½, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$86, sal. & buy.	4½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls 60½, buyers	
New Engineering & S. B. Works, Ld.	150,000	Tls. 5	all	Tls. 9½, buyers	
S'hai. and Hongkew Wharf Co. Ld.	56,000	Tls. 100	all	Tls. 90	
Green Island Cement Co., Limited	400,000	$10	all	$11.20, sal.&buy.	
Hongkong Electric Co., Limited	60,000	$10	all	$41½	7½ p.c.
Hongkong Hotel Company, Limited	20,000	$50	all	$112, buyers	5 p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$183, buy. [buy.	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$34½, sal./$34½.	7½ p.c.
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.90, buyers / $5.00, sales	6 p.c.
Insurances.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$427½	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$162, buyers	7 p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$420	7 p.c.
North-China Insurance Co., Limited	10,000	£25	£5	Tls. 172, buyers	
Union Insurance Society, Limited	12,400	$250	$100	$765	6½ p.c.
Yangtsze Insurance Association Ld	12,000	$100	$60	$248, buy. @ Ex 15	
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$109	6½ p.c.
Hongkong Central Estate, Ld.	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$20.	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$6.90, buyers	6 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	7½ p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 107	
West Point Building Co., Limited	12,500	$50	all	$72, buyers	6 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 39, buyers	
Mining.—					
Ural Caspian Oil Corpn., Ld.	1,000,000	£1	all	39/-, sellers	
Chinese Engineering and M. Co., Ld	1,000,000	£1	all	30/-, sellers	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.30, buyers	
Tronoh Mines, Limited	160,000	£1	all	31/6	
Peak Tramways Co., Limited	25,000 / 50,000	$10 / $10	all / $1	$9¼, buyers / $0.85, buyers	8 p.c.
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$130½	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$38, sellers	
Steamship Companies.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$0.45, buyers	
Douglas Steamship Co., Limited	20,000	$50	all	$90, seller	6 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$20, sales	4 p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref. / 60,000 def.	£5	all	comb. $153½, pref. $60½, def. $9½	
Shell Transport & Trading Co., Ld	4,047,6[illegible]0	£1	all	90/, sellers	8 p.c.
Star Ferry Company, Limited	40,000	$10	all	$36, sales	5½ p.c.
South China Morning Post, Limited	6,000	$25	all	$28	
Steam Laundry Company, Limited	20,000	$5	all	$3½, buyers	8½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited	21,000	$7	all	$6½	7½ p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$6½, seller	9 p.c.
Union Waterboat Co., Limited	80,000	$10	all	$16½	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 8th June, 1914. [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager

Hongkong, 2nd November 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling 2/-£1,500,000 at—$15 000,000
Silver $18,000,000

$33,000,000

Reserve Liability of Proprietors $15,000,000

Court of Directors

Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.

S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB, Chief Manager.

Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,120,000

(Gold) $7,370,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road,
Hongkong, 12th May, 1915. 784

THE BANK OF CHINA. GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtah, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kueiyang. Peking: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange

Hongkong, 13th October, 1914. [754

BANKS

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 12,500,000
Reserve Funds ... ... " 4,150,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.

Directors.
Ivetoshi Sada, Esq.
Kyoroku Yamanari, Esq.
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (Taiwan).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Cheefoo, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, Des Vœux Road.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI, Manager.

Hongkong, 25th September, 1915. [556

NEDERLANDSCH-INDISCHE HANDELSBANK

(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000)
Reserve Fund ... ...Fl. 7,777,750 (£648,100)

Head Office: AMSTERDAM.
Head Agency: BATAVIA.

LONDON BANKERS:
The Williams Deacons Bank,
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 4th August, 1915. [12

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

Bankers:
The Bank of England.
The London Joint Stock Bank, Limited.

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN, Acting Manager.

Hongkong, 9th September, 1915. [755

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